

Driving Mirror



Awards Season is Here

Jan - Feb 2019

Officers and Committee Members

PRESIDENT & Webmaster	Allen Harris 07970 198 718
CHAIRMAN Newsletter & Magazine Editor	Matt Nichols 07989 601 774
VICE CHAIRMAN & ACTC Representative	Pete Hart 0117 937 2611
TREASURER	Mark Tooth 01454 329 231
SECRETARY Quartermaster, Chief Marshal & CMSC Representative	Mark Benstock..... 01454 311712
LEGAL & COMPLIANCE	Paul Hemmings 0117 956 6045 Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP
COMPETITION SECRETARY & ASWMC Representative	Paul Parker 01275 843 478
MEMBERSHIP SECRETARY	Zoë Tooth 01454 329 231 49 Bowling Road, Chipping Sodbury BRISTOL BS37 6EP
RP COORDINATOR	Carlie Hart 0117 937 2611
AWARDS SECRETARY	Dave Greenslade 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
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**The next Driving Mirror deadline is
Friday 5th April 2019.**

Got something to share? Please send any words and photos you have to:

Matt@classiccarsdriven.com

Chairman's Chat



Found this in our archives.

Most people reading this know Castle Combe and take for granted the circuit, its layout and the buildings we see today, but 70 years ago it was a different story.

During the war it was a busy maintenance airfield with two runways, 165 hangars, workshops, barracks and offices. By 1950 the runways had been dug up and all that remained was the perimeter track and a handful of buildings.

In February 1950 the BMCLCC approached the owner to see if we could rescue what was left and turn it into a race circuit and, after countless hours of very hard work by club members, we held our first meeting later in 1950.

Our events went from strength to strength and by 1952 we were running major race meetings with entry lists reading like a “who’s who” of the motor sport world. A very young Stirling Moss had a time of 1 min 22sec in his Cooper Norton 500. Roy Salvadori did 1 min 17sec in his Ferrari F1 car and Bob Gerrard had FTD with a time of 1 min 16.4 sec.

By April 1953 we were really flying (excuse the term!). We had a young man named Colin Chapman with a Lotus 3, Les Leston in his own make 500, Major R Mallock in his Austin Special, local hero Horace Gould in a Cooper MG, Don Parker in a Kieft and many others.

At the October 1953 meeting Ecurie Ecosse entered Jaguar XK120s, Stirling Moss was 1 sec quicker than the previous year and Ken Wharton had FTD in the BRM with 1 min 138 sec. In the sports car class the works Aston Martins were driven by Reg Parnell and A Whitehead and lapped at 1 min 19sec. (The marshals were given a sheet of instructions to identify each car – number, colour etc but the only problem was that nearly every car was green).

By 1954 we had to pay the top drivers to appear. At a committee meeting it was decided that the club could afford to pay Sterling Moss £50, Ecurie Ecosse and the Jags £30, BRM £30 and Horace Gould £10.

At the August meeting Colin Chapman had progressed to a Lotus 4, Roy Salvadori to a Maserati and Archie Scott-Brown a Lister Bristol. We had four ERAs in one race along with a chap called H Hay in his Rolls Bentley, Reg Parnell in a Ferrari, Tony Brooks in a HMW, Les Leston in a Cooper and Horace Gould in his Cooper Bristol and others – in all, a total of fifteen Formula One cars.

1955 was not a good year for motor racing. At our May meeting when the marshals were clearing up after the event, two spectators noticed that the circuit gate was open and decided to have a go for themselves. They got as far as Tower when one completely lost it, rolled and killed his passenger; the other drove straight up the back of the course car and caused several casualties. In his report, the steward of the meeting, Lord Howe, said that the club was not to blame.

At Le Mans, there was a major accident, when a car flew into the grandstand opposite the pits and killed many people. This was later to have serious repercussions for motor sport and in particular for our club, when new rules were introduced which brought into question the logistical abilities of our club to stage more races at the venue.

Our last full race meeting was on October 1st 1955, when we had Formula 1, Formula 3, and sports car classes with three D-type Jaguars, three Aston DB3s, five C-type Jaguars, odd Ferraris and Maserati's all in one race. By now Lotus had become Lotus Climax with five in one race and Colin Chapman was still driving. Ken Wharton held the record in a BRM with a time of 1 min 13.8sec.

It was a very successful meeting and drew a very large crowd, with coaches coming from Cardiff, Birmingham, London and all major towns within a drivable distance. Few people in those days were fortunate enough to have their own transport so it was a day's outing for everyone.

In 1956 we were planning at least three meetings when we were given the bad news that after the Le Mans incident our circuit was considered unsafe for spectators unless major alterations were made. Spectators were not allowed within 100 feet of the track and the space between spectators and the track had to be ploughed to slow down any car that lost it (a crude form of gravel trap).

The cost of all the safety measures required was beyond the club's finances and the circuit owner was not in a position to help. It was with the great regret that the club had to relinquish the lease and sadly walk away. Bugger!

Matt

The Story of 2018

Winter Nav Scatter 23rd February 2018

First of our two Nav Scatters this year, this time run by Pete and Carlie Hart in and around the South Bristol area. Four crews braved the biting cold for this one and all made the finish at the Hunters Rest in Chelwood. First overall awards went to the usual driver and navigator pairing of Dave Greenslade and Ady Taylor.

Great Western Sprint 24th March 2018

1st of our sprints in 2018, it's the longest Sprint course in the UK at 3.3 miles / lap and $\frac{3}{4}$. Opening round of the British Sprint Championship which brings the fastest specialist and single seat cars from all over the country, as usual with this event the weather made for very tricky conditions. A massively over scribed entry of 118 meant some people were left disappointed but the full 90 competitors ran in total with FTD being taken by Heather Calder in a Gould GR55 with a 113.72. She then went on to record a 110.85 in the top twelve run off setting a new course record at Combe with a sub 60 second flying lap. The Best BMC performance winner receives the Castle Combe plate plus souvenir award and went to Rob Thomson driving his Renault Clio.

Llandow Sprint 12th May 2018

Our only sprint of the year at Llandow circuit in South Wales, and like the GWS a lap and $\frac{3}{4}$. A full entry of 100 cars competed in the dry (unusual for Llandow) FTD being taken by Dave Sims in a Ralt RT33 with a time of 70.02. The Best BMC winner receives the Horace Gould Trophy plus souvenir award and the winner driving an MX-5 was Nick Lear.

Spring Autosolo 26th May 2018

First visit of the year at our Solo venue at Westonzoyland airfield near Bridgwater, a smaller entry than normal mainly due to the bank holiday, but 25 competitors took to the courses, with the added bonus of 16 runs rather than the usual 12. FTD went to Liam Rollings from Ross MC in his rapid Mini. The Best BMC performance winner

receives the Full Moon Cup and souvenir award and went to Richard Glindon in his Mazda MX5.

Dick Mayo Sprint 28th July 2018

Back to Castle Combe in the summer to another over subscribed event, with an incredible 153 competitors. This one is a short $\frac{3}{4}$ lap sprint from pit lane exit to West-way. A changeable day weather wise which still provided some very quick times, FTD was won by Steve Broughton in a Dallara F301 with a 54.61. The Best BMC performance winner receives the Two-Litre Cup and souvenir award which went to Matt Bennett in his mighty Porsche Turbo.

Wiscombe Park Hillclimb Weekend, Saturday 1st / 2nd September 2018

Our annual weekend of hillclimbing in the stunning Wiscombe Park venue. Again full entry for both days over the weekend with good weather on both days. A great weekend of very close motorsport was had by all, FTD on both days was taken by Andrew Forsyth in a OMS CF04. Best BMC winner received the Joe Fry Trophy and souvenir award which went to Luke Trotman in his Mallock MK18B.

Summer Autosolo 26th May 2018

Our second visit of the year at our Solo venue at Westonzoyland, 28 competitors took to the courses this time round in lovely warm conditions. FTD went to Dave Greenslade in his shared Mazda MX5, he was also the Best BMC performance and received the Cruikshank Bowl and souvenir award.

Pegasus Sprint 20st October 2018

The 3rd Sprint at Castle Combe in 2018, this time run by our friends at Bristol Pegasus Motor Club. Another different format again, this time a full lap using the pit lane exit as start / stop. Keith Murray took an impressive FTD with a time of 71.62 in his mighty Audi R8. The Best BMC performance award went to Andy Michelmore in his Lotus Elise, collecting the Catherine Hicks Trophy. Get well soon Andy.

'King of Combe' 2018

This award goes to the driver for the best overall performance at both of our Castle Combe Sprints combined. The trophy is really special, being a replica of a Watkins Nash racing car. Our winner this time was Andy Laurence, driving an MX5.

Winter Nav Scatter 19th October 2018

Second of our two Nav Scatters this year, this time run by Mark Griffiths and Paul Sunshine in and around the Chew Valley. Six crews braved the country lanes for this one and all made the finish at the Ship and Castle in Congresbury for a well deserved pint. Two awards for this, in second place the pairing of Gill Davies and Michael Fox, and the overall winners Caroline and Bernard Northmore.

Allen Classic Trial 25th November 2018

Winter season bring the trials events to the fore, the Allen incorporates a dozen off road tests along with 80 road miles making a circuit from Bath to the Mendips and the Chew Valley. This event has been running for over 70 years and is always very well attended with 56 finishers this year. Ryan Eamer (who teamed up with Claire Tooth) won Best Bristol Performance.

Best Journalism award

This is awarded to those of you who write for the magazine, without your input we simply wouldn't have one. Will joined us back when AutoSolo was a relatively new discipline in his Clio Williams. After a period living car-less in London, he's back competing in Bristol with his son StJohn and as enthusiastic as he ever was. Will Cross won the Barton Motors Cup and souvenir award.

Clio Championship 2018

Second and final year for this Championship (*Ed - another story*) regulations were tightly controlled to only allow standard cars with very little modifications, making it (we thought..!) an ideal starter series to compete in. Our winner this year receiving

the Sportsmans Cup and souvenir award was Peter O'Connor.

MX-5 Championship 2018

Driving the ex-Phil Oliver, Dave Greenslade repaired and prepared MK2 MX-5, and receiving the Haywood Challenge Cup plus souvenir award, Andy Laurence.

Speed Championship 2018

Another competitive season closes and we handed out three awards to the three fastest drivers this year. 3rd place goes to Simon Clemow driving Dave's Mitsubishi Lancer most of the year, 2nd Place to Dave Greenslade (in the same car) and our Championship winner driving his Mallock MK16B and receiving the Simon Hemmings Trophy and souvenir award was that man once again, Luke Trotman.

All Rounders Championship 2018

This Championship rewards points to competitors, marshals and organisers alike. Members score for all qualifying rounds, one of which has to be an organiser / marshal and the most cumulative points wins. 3rd Place goes to Nick Rainbow, 2nd place to Ady Taylor receiving the 2000cc Cup and our Champion with 61 points receiving the Chappell Cup, Dave Greenslade.

Marshal of the Year 2018

Quite simply won by the person who has marshalled at the most events during the year, come rain or shine. Calculated from the All Rounders table, our Champion collecting the James Trophy and souvenir award was once again Mark Benstock.

Clubman of the Year 2018

Mark Griffiths has stepped up into a number of key roles throughout the year and continues to grow and in doing so received the Wynns Shield. Well done Mark, completely deserved.

Dave

Winter NavScatter

Congratulations to Carrie and Bernard Northmore in their Porsche 944 for winning our first competitive event of the year. As you can see from the table below the results were very close and the final outcome might have been different if it wasn't for some penalties incurred..

Well done also to the remaining six crews who took part, seven cars is about right for this type of event, making it worthwhile to organise.

On that note, many thanks to Richie Marsh and Nathan Bath for mapping a completely new route to start the year off with(out) a bang..

No.	Driver	Navigator	Club	Score
7	Carrie Northmore	Bernard Northmore	Bath	232
6	Chris Thompson	Tom Thompson	BPMC	208
5	Dave Greenslade	Ady Taylor	BMC	204
3	Andrew Bisping	Rob Thomson	BMC	200
1	Paul Sunshine	Mark Griffith	BMC	188
2	Robin Bath	Ed Ruskin	BMC	180
4	Becky Firks	Andy Firks	BMC	158

Awards Night

In a packed Colston's Pavilion 60+ people witnessed most 2018 award winners collect their cup, glass or shield from Chairman Matt. This after Dave Greenslade and Paul Sunshine laid out the stunning awards that Dave had either ordered in new, or persuaded 2017 winners to relinquish, A video montage from last year kicked things off before Chris Dymock provided the introductions all before everyone tucked into a delicious M&S buffet laid out by Julia Nichols and Jill Hemmings. Thanks all for attending and congrats to our Award Winners, although, for me, the biggest thanks of all has to go to Dave Greenslade for bringing everything together. Breathe now Dave, Breathe.

Matt

EVENT	POSITION	NAME
Great Western Sprint 2018	Best BMC Performance	Rob Thomson
Llandow Sprint 2018	Best BMC Performance	Nick Lear
Spring Autosolo 2018	Best BMC Performance	Richard Glindon
Dick Mayo Sprint 2018	Best BMC Performance	Matt Bennett
5 Club Wiscombe Hillclimb 2018	Best BMC Performance	Luke Trotman
Summer Autosolo 2018	Best BMC Performance	Dave Greenslade
Pegasus Sprint 2018	Best BMC Performance	Andy Mitchelmore
	"King of Combe" 2018	Andy Laurence
Winter Nav Scatter 2018	1st Place	Dave Greenslade
Winter Nav Scatter 2018	1st Place	Ady Taylor
Allen Trial 2018	2nd in class 2	Bill Bennett
Allen Trial 2018	1st in class 2	Emma Wall
Allen Trial 2018	3rd in class 5	Richard Goodman
Allen Trial 2018	2nd in class 5	Dave Haizelden
Allen Trial 2018	1st in class 5	Philip Buckle
Allen Trial 2018	2nd in class 6	Mark Smith
Allen Trial 2018	1st in class 6	Adrian Tucker-Peake
Allen Trial 2018	3rd in class 7	Geoff Cox
Allen Trial 2018	2nd in class 7	Ray Ferguson
Allen Trial 2018	3rd in class 8	Ryan Eamer
Allen Trial 2018	2nd in class 8	Stewart Green
Allen Trial 2018	Best BMC Performance	Ryan Eamer
Allen Trial 2018	Best Clubman	Dean Partington
Allen Trial 2018	Best Navigator	Mike Forward
Allen Trial 2018	1st Overall	Mal Allen

EVENT	POSITION	NAME
Autumn Nav Scatter 2018	2 nd Place	Michael Fox
Autumn Nav Scatter 2018	2 nd Place	Gill Davies
Autumn Nav Scatter 2018	1st Place	Caroline Northmore
Autumn Nav Scatter 2018	1st Place	Bernard Northmore
Best Journalism Award 2018		Will Cross
Bristol Clio Championship 2018	1 st Place	Peter O'Connor
MX-5 Championship 2018	1st in Class B	Paul Sunshine
MX-5 Championship 2018	1st Place	Andy Laurence
Speed Championship 2018	3rd Place	Simon Clemow
Speed Championship 2018	2nd Place	Dave Greenslade
Speed Championship 2018	1st Place	Luke Trotman
All Rounders Championship 2018	3rd Place	Nick Rainbow
All Rounders Championship 2018	2nd Place	Ady Taylor
All Rounders Championship 2018	1st Place	Dave Greenslade
Marshal of the Year 2018		Mark Benstock
Clubman of the Year 2018		Mark Griffiths



Luke Trotman



Andy Laurence

(All Pictures Jeff Benstock)



Joe Fry and Watkins Trophies



Nick Lear



Ryan Eamer



BMC Members Arriving



Richard Glindon



Simon Hemmings Memorial Trophy



Full Pavilion



Caroline Northmore



Simon Clemow

Sheer terror after hours of faffing?

Hours and hours of faffing interspersed with a few minutes of sheer terror.

Well that was the prediction of James Hurford before I made my single seater debut at the Great Western Sprint last year. Thanks James. But would it turn -out that way?

A year earlier at the GWS I'd got chatting with Simon Boulter about what it was like to run a single seater and whether it's possible to do it without external support, which isn't the case with all cars as Andy Laurence and Andrew O'Malley had found.

Simon was there in his pretty OMS which I gladly sat-in and he said no, for that car it is possible to deal with your helmet, HANS and belts solo, with a standard operating procedure in place. His car started fine with its onboard battery.

Since winning the Welsh Sprint and Hillclimb Championship in 2016, in my Standard Car class Renaultsport Clio 200 I'd had a bit of an itch to try something faster. I didn't want to be sitting on a settee in a decade or two thinking "I wonder what I could have done?"

It's a little corny but I coined the phrase that I wanted to have a go while I was young enough to get into such a car and not too old to get out of it.

I popped-over to Simon's house a while later to have a proper look at a car and learn what he does to maintain it between events. I looked somewhat casually at websites and Uphill Racers through the summer until the unexpected point Simon's car suddenly became available to buy. After chatting with Steve Owen, builder of OMS cars at Gurston Down's August meeting and various other people I did a deal with Simon and the car was mine.

I came away with lots of notes and a big folder of information from a lengthy handover. Along with "Lead Engineer" Rob Thomson, I took the car to Llandow to have a first run in it.



Curborough. Rob Thomson as chief pusher

Simon had said that in a car that revs to 12,000+ rpm he could guarantee that I would under-rev it. I was therefore very conscious of using the rev counter and shift light, but the rev limiter started cutting-in just above an indicated 6,000 rpm although the engine sounded fine. This was the first instance of “you don’t know what you don’t know”.



er, sorry engineer. (Picture: Suze Endean)

After puzzling things over we postulated that the rev counter was only recording half revs. After website searches and a message exchange with Simon we reconfigured the Stack rev counter and determined it was indeed only showing half revs. Once reconfigured the engine sound, display and the ignition cut-out were now synchronised. Best of all the car felt good. It wanted to work with me, not throw me off the road. While I wasn’t at full speed this was a good start.

Cleaned and tidied the car sat in the garage for the winter before it was time for the Great Western Sprint which of course began damp. The Clio and I never really got on there (3 spins!) so it was slightly nerve-racking going out on wet tyres for a first run at Combe. Ian Hall, Clerk of the Course, stopped as Rob and I walked the course; “you must go over the Avon Rise bump in a straight line”.

That was achieved and when I managed to stay on the road in the afternoon too, my first championship points were secured. I

could happily accept Heather Calder being over 30 seconds quicker. Wow.

Next up was the test day at Gurston Down. I wanted the track time to establish if such a venue was too much at this stage of my fledgling single seater career, or whether it was realistic to target such events. The answer was that with a disciplined approach I gradually increased my speed over the day and finally managed to break 100mph over the finish line. Hillclimbs were a realistic ambition.

Next-up was the Abingdon Long Course Sprint that was amusing and memorable for me. Given that it was damp to begin with, I thought it was no place for heroics and went-out on wet tyres. The run seemed to go reasonably well and multiple event FTD winner David Sims sidled-over casually to discuss tyres and possible tyre strategies. I cottoned-on that I might be more competitive than either of us might have expected and there was no play-acting in my

explanation that it was only my second event and I was concentrating on keeping it simple and staying on the road.

There was frenetic lunchtime activity as I thought the clutch was slipping on the car and so Rob, Simon and Jo White all got stuck-in trying to adjust it, including an awkward, and painful moment when I tried to chop Rob's finger off under the clutch pedal. Sorry Rob.

As the day went on it got wetter and wetter. Ahead of the last run, startline marshal Gavin Cross worked his way down the queue to tell all competitors there was standing water at certain numbered corners. Unfortunately, when I asked him where these were on the layout he didn't know, he simply had the numbers.

Ahead of the last run a chat with Simon Boulter suggested I was taking too much of a Clio line into the cone chicane and I could take a much straighter run at it. So I gave myself a talking to about trying this, but not throwing the car off the road. I arrived much faster and as understeer set-in on the exit, I momentarily thought I'd have to bale-out and go the wrong side of the exit cones. But the car gripped just enough and I'd got through.

Looking at the results I thought I'd mistakenly picked-up the first practice rankings again, but no, I had gone almost 1.7 seconds faster than before, jumped to the top of my class, and finished second overall. Dumbfounded didn't really cover it and apparent my facial expression was a treat as I bounced excitedly around the paddock like a small child. David Sims finished FTD and graciously acknowledged my result in his winner's remarks, commenting that I wasn't supposed to go that fast in only my second event.

Wiscombe Park in April generated a second in class on the Sunday and then it was on to Pembrey. This is a great weekend, socially as well as for the driving and fun on the first weekend in June. The target was challenging, so I was pleased to halve my deficit on the second day and be 3.3 seconds adrift for the one and three-quarter laps.

Curborough in August was an event that, if it went really really well, could perhaps give me a sniff at a first FTD. A long shot, more likely at a future event a few seasons away, but it's good to dream. The dream was soon shattered.

Local experts say the track is always slippery for first practice, whatever the weather, and the OMS was certainly moving-around a bit. On coming back into the paddock Rob was kindly there to push me back into my place. As he did so there was a metallic clunk. "What was that noise Rob?" I said looking up. He looked down, beyond me and said "That was your rear suspension collapsing".

My event was over, without ever recording a timed run. It was a strange feeling, but one dominated by relief it had occurred at 2 m.p.h. in the paddock and not out on track. Needing a pair of replacement wishbones and a minor nick in the fibreglass underfloor to

repair was a very acceptable outcome.

The car was ready for Loton Park, on the August Bank Holiday weekend. It was my first time driving there and a very interesting and challenging hill. The second day was another event, despite the glorious summer and given I now have a covered trailer I had lots of friends calling around.

Some single seaters had dropped out over the day and so sitting second in class I thought I'd just double check I didn't qualify for an award based on the number of starters. I didn't but was surprised to hear I was in line for the 2nd FTD award (that I didn't know existed) with just a handful of cars left to run. As it turned out a quick Westfield pipped me by 5/100ths on a much drier track, but I was pleased to have completed a first event after the suspension issue unscathed and with a strong result.

My season was completed by a two-lap event at Curborough. Eighth overall in the Welsh Sprint and Hillclimb Championship, a class win and a car in one piece was a very satisfactory way to end the season. So what would go on my "you don't know what you don't know" list?

You can tell which tyres go on which side of the car by the moulded letters and numbers (different sides front and rear). If you think the clutch is slipping, you're probably right and it's not just wheelspin in the wet. There are an awful lot of plates in a bike clutch, nineteen from memory, but it is a DIY job with a manual and YouTube to help. Having a house with side access to the driveway is great, but not when the tow-car and trailer won't come out as one unit.

A redundant ride-on lawnmower can pull a loaded trailer across Cotswold stone chippings and spare my nerves, temper and back. However much one might want to avoid the rigmarole of a heat gun and tyre scraper regime setting in, that faffing is necessary and worthwhile – see Pembrey improvement.

My brain seems to be able to process the amount of grip available in the wet, but I need to believe the car will go faster around corners in the dry. The amount of help available from people – Rob, Simon B, Simon C in our club and others across my championship is just phenomenal. I'm delighted to have taken-on the challenge.

I mustn't forget the big question though. Is it really Hours and hours of faffing interspersed with a few minutes of sheer terror? No, I haven't been terrified yet. It sounds like I need to go faster in 2019.

Andrew

Ice Driving in Sweden

It was an early start at 0615 but necessary for the 1120 flight from Gatwick. Or not as it turned out when it was delayed to 1300. Three pints in for everyone else, whilst I stayed sober to drive the two hour journey to the hotel when we landed. The hire car was interesting, being the first time I've driven a van for a few years, the first time I've driven left hand drive for a dozen years and being a manual, which I only really drive at events. It was dark and the roads lined with 3 foot snow banks too. No pressure then.



Getting to grips with it

Day 1 was a long one, so I'd gone straight to bed after our amazing elk steaks and schnitzel the night before. We headed to the lake, but it soon became apparent that despite 6 people in the minibus, nobody was navigating. It was then clear that we didn't exactly know where we were heading. We were late for the briefing.

We had ordered a Ford Puma and a BMW Compact and picked up

the keys after our safety briefing. The lake had two circuits, two donut circles and two practice ovals. We were restricted to the practice area until we had shown enough skill to be allowed onto the circuits. We spent the morning switching cars and getting used to how they felt on the ice.

Both cars had studded tyres and that gave surprising grip. The grip, however, was variable. Where it was polished by the tyres slipping over the ice, it was short on grip, but where small sprinklings of snow sat on the ice, there was more grip. It was on the practice ovals that we first met Dave Greenslade's alter ego, Super Greenslade. Scandinavian flicks and barrelling into corners at high speed seemed to be his style. Even after he had to dig himself out of the bank.

Despite this, after the morning break, we were deemed good enough to head onto the inner circuit. Being the racers that we are, it didn't take long for the stopwatches to come out. We

swapped seats after 3 laps, each of which was around 3 minutes long, so just under 10 minutes per session.

The Puma was universally loved; it went wherever you put it and the oversteer and understeer was defined by the pedals. Left foot braking was definitely a thing. Super Greenspade took to it well and lapped in 2:45, whilst everyone else was in the 2:48-2:53 bracket. Pretty close, really.

The BMW Compact rattled like you should pull over with the top mounts having seen better days. They apparently only last 3 days on the ice, which is far rougher than we had all imagined. A commercial ice rink, it is not! Importantly, the BMW steered on the throttle and was a joy to drive with 4th gear drifts possible on the fast final corner.

Lunch was a spam stew, but tasted much better than it sounds! Afterwards, we were allowed onto the faster outer circuit, which had a bigger variety of corners and some great technical sections. We were left to play all day, taking turns in the cars and choosing to drive wherever we fancied; inner, outer, practice ovals or donut area.

We were called off the lake at 4:15 as the sun was going down. After a short debrief, we hopped into the van towards WRC Sweden, a journey of over two hours. The duty free



Busy WRC Garage

beers were being consumed in the back and Mike dutifully called out the route. On arrival, we were waved into what we thought was a car park and we parked up next to a trailer before walking past the trailer into the service area. It appears they thought we were a team of mechanics and waved us straight into the service area!

We walked up the hill, crossing the track and marvelling at the pace the cars were going at. When we reached the top of the hill, we were presented with a quarry where the cars entered at one end, crested a jump, looped around, crested another jump and slid out the end of the quarry. The



Mr 'Greenspade' and the Impreza

viewing was around the top of the quarry, looking down on the cars. It was fantastic, with a stage for a live band (we'd missed it) and a massive live TV screen. We unfurled our flags, cheering on the cars.

After the last car, we headed to service, grabbed a bratwurst and wandered around the cars being serviced. The JWRC were all under a line of basic gazebos on a tarp. Walking into the

WRC section, the gazebos got nicer and larger. M Sport had the nicest gazebos, but didn't have the nicest setup. That accolade went to Hyundai, who had erected a two storey building with 4 garages, viewing area and VIP bar upstairs overlooking the garages. Impressive doesn't cover it.

The journey home was an adventure. It was about 2.5 hours long and started off on nice big A roads for the first half hour. Then we got onto the B roads and the fog soon closed in. An hour driving with my eyes on stilts trying to read the road with visibility varying from hundreds of yards to tens. At one point I saw something moving at the side of the road. It was a massive Elk. Luckily, it stood still as we drove around it at speed on the snow covered road. Despite being in a van, it's eyes were the same height as mine. It was huge!

The roads got worse as we got closer to the hotel, but the fog lifted making it easier. The roads were covered in snow and there were no straights. I was very pleased when we got back and jumped straight into bed, exhausted. That was the most testing drive I've ever had.

The following morning, we headed to the lake to pick up the keys to our BMW and the

Subaru Impreza we'd hired in place of the Puma. We were soon granted permission to use all the circuits and we all tried to get to grips with the new car. I didn't gel with it. The nose was really hard to tuck in and when it did tuck in, keeping it sideways without running wide was difficult. I couldn't work out how to do it. Super Greenspade discovered that it was very good at extricating itself from banks though. 4WD FTW.

Mike had brought his drone and took to the skies to film us driving. There's some footage on our YouTube and social media pages. Mike gave the organisers some footage and they gave us a BMW Z4 and MK Indy (yes, really) to play with in return. Well done, Mike. The Z4 was the highlight. It was like the BMW Compact, but easier, more comfortable and more powerful. No room to put my snow boots in the back though!

We each had 2 laps in the MK Indy. It was powered by a K Series engine and had much better studs than the other cars. It was rapid, adjustable and freezing. There was no windscreen, so the cold air numbed your face and hands in seconds. There was lots of lock for catching mega slides though. It was a lot of fun, but the BMW Compact was easy to drive in comparison.

For the afternoon, we had so many cars, we just hopped in anything and got lots of seat time. I spent so much time drifting from lock to lock, my arms were aching from the lack of self-centring on the steering. I realise that really is a first world problem!

At the end of the day, we headed back to the hotel for a good few beers, schnitzel and elk patties. The following day, we headed home. The trip had been amazing. The ice driving was so much fun, the WRC was incredible and the group of friends were well chosen. Thanks to Mike Lear for organising it all and to everyone else for coming along.



Drive-By

Ah, the perfect imperfect.

What am I on about? Well, allow me to elucidate (and in public too, tut tut).

I first heard my opening statement a considerable number of years ago and, without feeling the need to cure your chronic insomnia with the academic wherewithal of the meaning, it can generally be taken to apply to describing something that although flawed in some way still has a perfection all of its own and is actually quite likely enhanced by that very flaw, hence 'the perfect imperfect'.

And under analysis it's surprising how often we come across this principle in our daily lives - more on that later.

Now, the reason this recently came to mind was our annual awards evening held on February's club night meeting at Colston School and where I carried out my usual role of compering the handing out of the major tinware to last season's winners. Add a really rather scrumptious buffet supper to the equation and meeting up with a lot of good people and I really look forward to this event.

Well, but for my usual nagging doubt about the final arrangements...

You see, as is the apparent norm for such occasions, the final arrangements can be just that in the literal sense, very 'last minute' and resulting in a number of uhm, let's call them 'hiccups' in the proceedings.

We've never achieved an unblemished run at any of the awards events I've been involved with (it's not just me, honest...) and it was no different this year; primarily as I had been out of my office for a number of days prior to the awards evening with 'man-flu' and consequently didn't get an earlier chance to download and print all the pertinent information that had been sent to myself by the main protagonists of the event; Dave Greenslade, Andy Laurence and Matt Nichols.

In his role as Awards Secretary, Dave does an awesome job making sure all the awards are ready on time and also generates a written copy of the chronology and an event-by-event overview of the club's racing season which we use as the awards evening running order.

In addition, Andy was good enough to let me have a comprehensive event-by-event overview of the entire MX5 Challenge season, or so I thought, and Matt and I swapped a number of emails discussing the finer details of the awards evening's final timings, at what point he wanted to run any films and how he wanted to present the awards to the recipients etc; well, he is the guvnor...

So, at 06.30am on the morning of the event, yours truly printed out a final document run probably only slightly physically smaller than that required for a major military campaign...

Thinking about it, that's quite an accurate observation; I possess a copy of General Bernard Montgomery's initial plan for D-Day – you know, the 1944 invasion of the entire continent of Europe by 1.2m soldiers in 7,500 ships and backed up by nearly 5000 aircraft – and, no bull, that document is physically smaller than the one I now had around 12 hours to digest!

Which is fine in principle had I not had to spend that time in pursuit of earning my daily crust still, I was sure I could wing it on the evening, I mean, how hard can it be? Uhm...

And we now reach the point where I believe the principle of 'the perfect imperfect' applies to what followed at the awards evening.

I arrived early at the event to help with setting up and spent the time aiding Matt with the projector, microphone and all the associated cabling etc. You'll be pleased to learn that I thought it unwise to help with laying out the lovely buffet brought by Paul and Jill Hemmings, given that I was still fuggy with the tail-end of my man-flu (which all females erroneously confuse with the common cold and all males of the species know is a near-fatal disease that must appear on the periodic table of illnesses somewhere between Ebola and Bubonic Plague...).

With the clubhouse now rapidly filling up, I did a final check of the details with Matt and Dave and issued a five minute warning to the assembled members that we would be underway in, uhm, well, five minutes.

And with a packed clubhouse with standing room only at the back, we're off and, for the first of the events awards, all went according to plan. Right up to my announcement of the Winter Navscatter which due to a clerical error I was now announcing as having taken place sometime around late summer. And with the winners of the Autumn Navscatter event, hmm...

After quickly blaming global warming for the error and a swift discussion with Matt and Dave amidst a lot of tittering from the assembled throng, we sorted out the hiccup and were back on track. Well, only for a moment until we got to the MX Challenge – turns out had I

bothered to read the information Andy had sent me I would have known it was his overview of the club's previous season and not just MX5 specific.

Which was a bit embarrassing given that I had previously jokingly warned the audience that getting through what I believed was Andy's rather thorough write up of the MX5 Challenge season may well be a challenge in itself. Only it wasn't and I was mildly flustered as we sped through the MX5 awards in good order to yet more laughing and good natured commenting from the crowd; oops, sorry Andy.

And you know what? By the time we had navigated through the errors, handed out the cups and awards to the worthy winners (with Matt as Chairman delivering the words for the awards for Marshal of the Year and Clubman of the Year – well done Mark Benstock and Mark Griffiths, very deserved) and Matt and I had signed off with our closing comments, we received what I believe was the best round of applause I have ever experienced at one of our events.

Which can only go to prove the principle of 'the perfect imperfect' – we made mistakes, but somehow these flaws actually enhanced our event and made it even more fun. A perfect result!

As I mentioned earlier, if you think about it, the principle of 'the perfect imperfect' would appear to apply to an awful lot of things we experience in our lives.

Be honest, I would wager that the actor or actress you've always fancied (yes you do) is flawed in some way and is possibly far from the established accepted norm of what is attractive or beautiful, yet you consider that person to be perfect. Consciously or unconsciously you've accepted that a probably obvious flaw doesn't detract from your chosen favourite and may actually enhance their attractiveness.

There's no right or wrong here, as it's always a case of 'to each his own' when it comes to what any individual finds attractive.



Jaguar E-Type - The P

And this principle can be applied to almost absolutely anything; supermodels, architecture, TV programmes and films, holiday destinations and, of course our favourite, cars.

For instance, I've always liked those road going rally refugees, the Subaru WRX STI and Mitsubishi EVO series. Both are based on really rather humdrum unattractive saloons, and yet the application of lumps, bumps, and spoilers making them resemble their megabuck rally cousins really lifts them to a very desirable level in my book – neither are aesthetically beautiful by any measure, yet I think they're both physically perfect. Maybe this has to do with factoring a measure of 'fitness for purpose' into the principle?

E-Type Jaguar, anyone? Enzo Ferrari called it the most beautiful car ever made when he first saw one, and even though I think the tail end of the car where the lower valance sweeps up to bumper level leaves the exhaust looking really rather oddly unresolved, I would have one in a heartbeat if I ever had the funds.

Anyone who regularly reads my Drive By articles (and seek professional help if you do...) will know that my own passion for cars is fairly firmly anchored in the 1950s and 60s as that period seems to be a golden era for car design, with an innovative mix of fitness for purpose, aerodynamics, and sheer creativity giving us some of the most beautiful cars ever to grace the public roads.

My usual list of greats from that period includes such collectables as: AC Cobra, Aston Martin DBR1 and DBS, Ferrari 250 GT SWB & 250 GTO, Ford GT40, Facel Vega HK, Jaguar C and D Types, Lamborghini Miura, Lancia Fulvia, 1961 Alfa Romeo Giulietta Sprint and the earlier Aurelia B20 GT and the 1963 TZ.

Not excluding of course, the 1973 Porsche 911 RS, a 1930s Blower Bentley, 1930s Bugatti Type 57 Atlantic and an absolute multitude of others. And all flawed in some wonderful way.

The most beautiful car ever made? It's the one you personally think it is. And it will undoubtedly be gloriously flawed in some way: 'The perfect imperfect'.

Chris Dymock

Privacy Notice - New Members

Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found at <http://bristolmc.org.uk/committee-officers/>

Collecting your information

We collect your information when you fill in a membership application form, such as the one opposite. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address). When you give us information about another person, such as an associate you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

Using your information

We use your information when you first apply to become a member of Bristol Motor Club and then to administer and renew your club membership and provide you with member benefits.

Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

Your rights

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies. You may ask us to stop using your information, and to delete it, although by law we must maintain a permanent record of members. If you ask us to do this, we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner.

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - www.bristolmc.org.uk/reference.
If you agree please tick box

Full Member	First name	Surname	
	Email		
Associate member	First name	Surname	
	Email		
Address			
Postcode			
Main phone		Alternative	
Have you previously been a member of Bristol Motor Club?	YES / NO	Membership No(s)	
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post?	<i>(Delete as appropriate)</i>		YES / NO
Full membership	<i>(Tick boxes that apply)</i>		£ 20.00
Associate membership <i>(see www.bristolmc.org.uk/join-us for membership categories)</i>			£ 10.00
Additional windscreen sticker (first one is complimentary)			£ 1.50
DEDUCT REWARD POINTS £1 each (applicable to existing & previous club members only)			
TOTAL	cash or cheque payable to BRISTOL MOTOR CLUB		£

DECLARATION

I / We, the above-named applicant(s), hereby:

- apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the company which can be found on the Club website www.bristolmc.org.uk/reference;
- agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk. Please post the completed form with your payment to Zoë Tooth, 49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE	Date received	Membership No(s).
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NOTES

CATEGORIES OF MEMBERSHIP

There are two membership categories: Full Member and Associate Member. An Associate Member must share the same address as a Full Member, and they may only request one copy of the club magazine for that address. In all other respects the two categories enjoy identical membership status.

DURATION OF MEMBERSHIP

Membership runs from the date you join until 31st December the same year, but if you join after 30th September your membership will run to the end of the following year. Thereafter, subscription renewal is payable on 1st January each year: your membership will cease if your subscription is not paid by 31st March.

PAYING ONLINE

If you wish to use online banking please go to the *Join Us!* page on the club website and apply using the online Membership Application Form.

DECLARATION

I / We, the aforementioned applicant(s), hereby:

- a) apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- b) agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the company (which can be found on the Club website www.bristolmc.org.uk);
- c) authorise you to enter my name and other information entered here in the Register of Members, which is solely used to produce mailing lists for club publications and event regulations. The information will not be passed to any third parties.
- d) agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member, and Associate if applicable)

Date

Any questions please email membership@bristolmc.org.uk

Please post the completed form with your remittance to Zoë Tooth,
49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE

Date received

Membership No(s).

Rotary Club of Calne Invite you to join our

Classic Car Run

Sunday 19 May 2019

Enjoy a fascinating
70-mile route from Calne
through beautiful Wiltshire
countryside with interesting stops
finishing at Dorothy House in Winsley

**Be one in just a hundred
on this special day**



**All proceeds will be shared between
Dorothy House Hospice Care and Calne Rotary Charities**

For more detailed information, Registration and Regulations

Website: www.calnerotary.org.uk

E-mail: calnerotaryclassicrun@gmail.com

Facebook: [facebook.com/calnerotaryclassiccarrun](https://www.facebook.com/calnerotaryclassiccarrun)



Supported with all our thanks by

Dorothy House Hospice Care | Calne Lions | Marden Belles W.I.
Farm Cottage Brands | Classic Shows | Rotarians and Volunteers
The Mayor and Calne Town Council
North Wilts Friends of Dorothy House

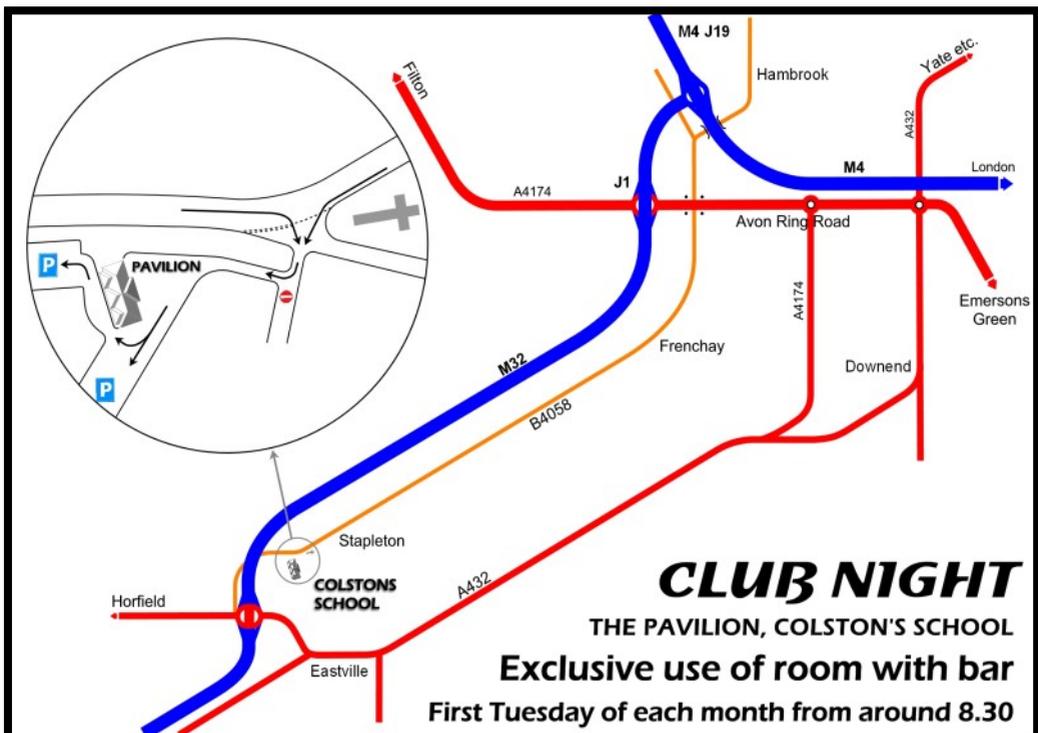
Rob Thomson



Dave Greenslade



Mark Griffiths (All Pictures Jeff Benstock)



Need somewhere to store your competition vehicle?

We offer a storage facility in South Gloucestershire next to the current club stores catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

BMC 2019 Events Calendar

Date	Event
Tuesday 8th January	Club Night
Saturday 12th January	BTRDA Gold & Silver Star Final (Frocester)
Friday 25th January	Winter Navscatter
Tuesday 5th February	Awards Night
Tuesday 5th March	Club Night
Saturday 23rd March	Great Western Sprint
Tuesday 2nd April	Club Night
Friday 26th April	Llandow Track Day
Tuesday 7th May	Annual General Meeting and Buffet
Saturday 11th May	Llandow Sprint
Sunday 19th May	Westonzoyland AutoSOLO
Tuesday 4th June	Club Night
Tuesday 2nd July	Club Night
Saturday 27th July	Dick Mayo Sprint
Sunday 28th July	Family Sports Car Day
Tuesday 6th August	Club Night
Tuesday 3rd September	Club Night
Sunday 15th September	Westonzoyland AutoSOLO
Saturday 7th September	Wiscombe Hillclimb
Sunday 8th September	Wiscombe Hillclimb
Tuesday 1st October	Club Night
Friday 18th October	Autumn NavScatter
Saturday 26th October	SuperCar Saturday
Tuesday 5th November	Quiz Night
Sunday 10th November	Roy Fedden Sporting Car Trial
Sunday 24th November	Allen Classic Trial
Tuesday 3rd December	General Meeting and Xmas Buffet