

Magazine of **Bristol Motor Club**

Driving Mirror



January - February 2024



Driving a Ginetta G40 Junior

Inside: BMC Juniors - 2023 Season Reviews

Missing Parts of Our History - **Marshalling** - Drive-By

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Cover shot: Andy Laurence (Archie Laurence - Ginetta G40 Junior Scholarship Day)

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The next Driving Mirror deadline is
Friday 5th April 2024.

Please send any words or photos you have to: Matt@classiccarsdriven.com

Chairman's Chat



Welcome to 2024. It'll be interesting to see how this year unfolds. What we do know is our membership is following a very similar trend to last year, itself a strong year, with Juniors highest yet at 15. Great stuff, thank you so much for renewing.

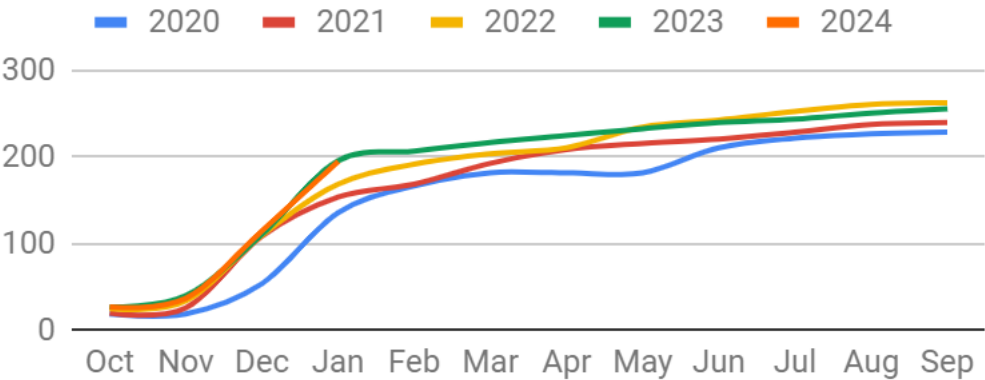
The eagle eyed may have noticed an increased focus on our website regarding Marshalling. There is a new dedicated webpage, replicated in this magazine, and a determination to post every time a new Marshalling Opportunity arises. Anyone registered will automatically receive an email each time we do.

Also in the magazine is what was in effect missing club history. Ex-Chairman Arthur Jones has helped fill the void by sharing his experiences from the 1960s to 1980s and it makes quite incredible reading from still being paired with Motorcycles and for instance running sections of the RAC Rally. I could go on but Arthur has shared it so beautifully for us. Have a read.

Also check out our 2023 season reviews, driving a Ginetta G40 Junior (as a junior) Autumn Navscatter, and of course Chris Dymocks' unique outlook on the M5 and world, mainly the M5. Enjoy.


Matt Nichols

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February 2024

The official magazine of  motorsport uk

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BMC Juniors Driving a Ginetta G40 Junior

I was excited and nervous just before I got into the Ginetta G40 Junior car for the first time. I was strapped in and the helmet was plugged in so I could hear the instructor Max Coates, a previous competitor in Juniors.

We had a quick chat about my car and racing experience. So far, I've done some indoor karting and two years learning to be a safe driver at the Under 17 Car Club.

After initially stalling the car (it's really hard not to as the clutch travel is very short) I pulled away onto the straight. It felt really fast, and was much easier than I expected to lift and upshift without the clutch using the sequential gearbox.

I got faster over the first few laps, but then didn't get my line right through Port Froid, the fastest corner on the circuit, and spun. I came to a stop quickly on the runoff and pulled away again. I set off but was nervous about spinning again so didn't push as hard.



Just about to pull out onto the track

When the session was over I was buzzing and excited about the next one. In the next Ginetta I pushed harder and improved my lines, using more of the track. It was amazing and definitely worth the 8hr round trip.

Archie Laurence

One of the rules of the Ginetta Junior Scholarship is that you cannot enter if you have previously done any motorsport with a Motorsport UK licence. With Archie turning 14 in time for next season, we've procured a Mazda RX8 for Autosolos and my daily driver, a Smart Roadster, is also eligible for a 14 year old to drive at Sprints and Hill-climbs.

Whilst the entry fee to the scholarship is not cheap at £600, it's a lot cheaper than a test day, which costs in the region of £2500-3000 for a car and instructor and the opportunity is huge.

I dug deep and shelled out for the day, knowing full well that Archie would love to drive a proper racing car. Whilst the cars are based on a low volume road car, they're proper racing cars with Quantum dampers and a 6-speed sequential gear-

box. There's also no driver aids.

Archie was cool as a cucumber in the lead up to the event, but he was clearly excited. We knew it would be a long shot to get beyond the first day and went into this eyes-open. Despite this, we put in the effort to make sure he was well prepared for the event.

We talked through how the car worked and read up on information about Ginetta - preparation is key to getting the most enjoyment from the day. The assessment had three sections: driving (60%), fitness (20%) and media (20%).

Archie is very fit, so we didn't feel the need to prepare for that. In the absence of thousands of pounds spare to have a test day leading up to the event, we couldn't really do anything about the driving, although we did do an indoor karting session during half-term to prepare.

He really doesn't like talking to people much, so the media part was what we concentrated on. We made some flash cards about the brand, its history and some of the Ginetta Junior alumni. He learned all of this and we practiced being grilled, even on the way to the event. Despite breaking the journey up with a stop at Caffeine and Machine, there was still a lot of time to prepare on the way.

We stayed over in Gainsborough the night before and arrived just before signing on to discover most of the others were there already. Did they get different instructions?! As you can imagine, there were many kart team jackets, but I was also surprised to find several drivers with no more experience than a home simulator and some indoor karting.

They were looking for 8-14 drivers from the 30 attending the day and took 11 in the end, so there was a 1 in 3 chance of getting through to the second day on the Sunday. The drivers were split into two

groups with one group doing driving in the morning whilst the other group was doing fitness and media. With fog across the wet circuit, we were glad that Archie was doing fitness and media first.

The fitness training was led by Richard, who was a trainer for racing drivers at all levels up to world champions like Jenson Button and Lewis Hamilton. There were three tests; push-ups, sit-ups and lunges. Each test was two minutes long and they recorded how many of each you achieved.



On the simulator to hone skills and learn the track



Ginetta G40 had a proper suspension set up

They were keen to stress that your attitude was more important than the number. There was an hour's break after this before the media test. There was a simulator setup in the garage to hone your skills and learn the track. Archie had a couple of 5-10 minute sessions on this and watched others to learn which direction the track went in. Some of the kids were setting lap times in the 1:15-1:17 bracket, so they clearly had some experience on simulators as Archie was in the 1:21s.

The moment he'd been dreading finally arrived and he was called into the room for his media assessment. Talking to him is like getting blood out of a stone, so I feared for the interviewer's sanity. They stood him in the room with two assessors sat at a table. He was in and out within 5 minutes. We had an hour until he was driving the car, so we grabbed lunch and another go on the simulator to familiarise with the car and track.

After lunch, there was a drivers' briefing

and they were very clear that spinning should be avoided, but they'd let one slide (pun intended). We had seen some kids spin the cars three times in the morning session as it was very greasy.

Archie headed out onto the track with Max Coates as his instructor. He built his pace quickly, culminating in a spin right in front of me at the fastest part of the track. Remembering the previous comments about not spinning, he reigned it in and drove far more cautiously to avoid spinning again. The car owner said to me after that he should have just gone hard at it again after the spin. A few laps later he came back into the paddock and had a debrief in the car with Max. He bounded out of the car with a perma-grin on his face and a look of sheer contentment.

We had half an hour or so until the next session, so we talked through the feedback from Max and how he could improve next time. In hindsight, we probably should have watched others from the banking so he could see how much track the others were using. His main feedback was that he wasn't attacking the kerbs. On the second session, he was quick out of the pits and straight up to the previous pace he was on. The track was now mostly dry and he was using a lot more kerb, although not as much as the fastest drivers were. He was consistent and fast with no spins and con-

trolled the car well. He hopped out again with a massive grin on his face.

Then it was the wait to find out how he'd got on. Thoughts naturally turned to the competition and how they'd done. Some kids were proper racing drivers. One had his own Ginetta and was already sorted for his 2024 season, whilst others had been testing the cars on Tuesday before the event. There were several kids who had obviously not made it through, so I thought Archie was around the middle of the pack with about a third going through.

In order to do that, he'd have to score better than quite a few kids with their own teamwear and clearly a lot of seat time behind them. It was a long shot and he was unsuccessful in the end. No matter though, he'd had a brilliant time.

My only regret is that, whilst I'd brought a camera and a load of mounts to put in the car if they'd let me (they didn't) I had left my memory card adapter in the AirBnB so when the team owner was happy for me to put an SD card in the recorder, I only had a MicroSD card.

For this season we're going to work out what to attempt as a parent/ child team in the club.

Andy Laurence

Rotary Classic Car Run - Sunday 19th May

This year's Classic Car and Bike Run takes place on Sunday 19th May and will follow a 70 mile route.

Classic Cars and Bikes start arriving at 8am at Calne Leisure Centre, SN11 0SP Car Park for a 9.30am start. Breakfast is available (bacon butties) provided by Calne Lions. The best time to see all the cars and wave them off is at the start between 8am and 10am at Calne Leisure Centre.

The route enjoys some of the finest Wiltshire countryside, with a coffee/cake stop in the Orangery at Grittleton House, SN14 6AP, with the finish being at Dorothy House Hospice Care, BA15 2LE.

Pre order lunches or bring your own pic-

nic to have in the beautiful grounds. Walk in the Firefly Woods created by international light artist Bruce Munro or explore the new 'Recovery in Nature Pathway' which Rotary have helped create in the 15 acre grounds. Dogs are welcome on a short lead and of course there are prizes for the Best Dressed Driver/Passengers, Cutest dog, Presidents Favourite Car and the best Teddy or other much loved toy.

The event is open to cars, motorcycles and light commercial vehicles that are 25 years or older. The number of entrants is limited to 100 and entry costs are £30.00 per car and £15.00 per motorcycle. To enter contact Kate Tompkins:

calnerotaryclassicrun@gmail.com



Dressing up is all part of the fun

Volunteering as a Marshal

Marshals are the backbone of any event so we're always extremely grateful to our members that volunteer to support our events.

There are so many roles from supporting signing on, to manning a marshal point on a circuit or on a trial section, through to marshalling the paddock it takes our own orange army to put on any one of our events.

We take all forms of marshal experience at our events as we have the ability to mix teams to ensure inexperienced marshals are allocated roles alongside experienced practitioners.

We recommend that our marshals complete the online Registered Marshal Accreditation Course on the Motorsport UK Learning Hub and become a Registered Marshal with Motorsport UK. Registration is free and the simple training contains some basics which could be called on one day even away from a motorsport event.

Marshal applications can be made from the age of 11 where up to 18 will be accompanied at all times and assigned roles that are appropriate for their age and type of event. See also our Safeguarding Policy.



Whether a wet field or dry paddock...

Marshalling at BMC events

The easiest way of volunteering to marshal at an event is to sign up to the Newsletter on the righthand sidebar on our website including homepage. Just make sure the 'Marshalling' box is ticked to register your interest:

bristolmc.org.uk

We will then notify you by email about upcoming events which will also include the contact details of the Chief Marshal who can be contacted to register your interest. Similar joining and contact infor-

mation will be included here in Driving Mirror to allow you to register your interest with the Chief Marshal.

As previously mentioned, we accept all forms of marshal experience so whether you're looking at taking your first steps or you're a seasoned regular please reach out and we'll make something work.

What's in it for me to marshal?

Being a Marshal affords you one of the best seats in the house and the opportunity to go behind the scenes and get

involved in the safe and effective running of our events. For your troubles we'll award 5 Reward Points per person per event that will offset any future spend on Bristol Motor Club events, membership or merchandise. Depending on the venue we'll also provide lunch as a thank you although this will be confirmed in event specific correspondence.

If you have any queries, please do not hesitate in contacting our Chief Marshal, Mark Benstock who will be able to offer further advice:

benstock.mark@yahoo.co.uk



...Marshals are the lifeblood of any club

Season Review

In a previous life I had to do something called 'work' and the wolf was kept from the door by my employment as a schoolteacher. I taught Technology and my last post was as Head of Tech at one of 12 Technology Colleges set up by Maggie Thatcher.

If I was being politically incorrect, I would now say it was the only good thing she did for the North East. I am being politically correct and it was the only good thing she did for the North East.

At Emmanuel College Gateshead we were able to focus on Science Technology Engineering and Math's. We delivered high quality education and the parents queued to gain places for their children.

Not that I am in any way competitive, we were in the top ten ranking of secondary schools in all of England and when I retired had a 98% pass rate in the department.

On one occasion I was asked by the Head to open two new workshops and he was somewhat surprised when my reaction was to laugh at the low level of funding he offered. I was close to

retirement so was able to tell him just how far from the mark he was but it was to no avail. Fortunately, other schools Headteachers were as incompetent as ours was and at that time they were closing workshops and selling equipment.

We were able to tap this market and buy ridiculously cheap machine tools. For example, we bought seven pedestal drilling machines from a school in north Newcastle for £25 each. The school in question was the one which a famous son of the NE, Mark Knopfler, had attended.

When the machines were fitted, I was teaching a group how to drill on one of these "new" machines when I threw in the remark "of course Mark Knopfler used this machine".

I was greeted by silence from the group who had not heard of Knopfler or Dire Straits. Cue a different homework task. Next week tell me all you have found out about Mark Knopfler.

He is known as a fabulous guitarist but also writes his own words and lyric's, some of his best work are the scores he wrote for films.

One of these is a track called "Going

Home” which if I can reference the last article I wrote, he performed post pandemic in the pits at Goodwood alongside where the sprint track starts as a tribute to Stirling Moss who died during the shutdown.

Stirling drove one of Knopfler’s cars at meetings at Goodwood. Definitely no history in Sprinting.

My ramblings about Knopfler lead me back to the aim of my piece, Season Review. One of Knopflers songs is titled “Speedway at Nazareth” and perfectly describes my season.

In the song the driver has a somewhat up and down season as you do in motorsport until he gets close to the end when at the Speedway at Nazareth he makes no mistakes. The driver in question is thought to be Steve Johnson (Stephan Johansson) about his time in USA CART racing after F1.

My season was a lot of mistakes by me both with my driving and errors with the car which reduced performance. I arrived at Combe for GWS and I was in a class of seven. Six dropped out and I won the class!! However my time was a very honest one to win the class and for the first time, season long, I made no mistakes.

When I collected my trophy from Mr P I was told to put it with the rest. He was shocked when I replied - “It’s the first award of the season.”

Homework

Search on You Tube for:

- ⇒ *Why Aye Man, Mark Knopfler with lyrics ref economic situation in NE in Thatcher’s times*
- ⇒ *Goodwood, Mark Knopfler, Going Home Video of tribute to Stirling Moss*
- ⇒ *Speedway at Nazareth, Mark Knopfler with lyrics*

Mike Smith

Five crews entered the Bristol Motor Club Autumn NavScatter held last year in late October in North Somerset.

Our starting location was the Bristol Road car park in Congresbury to allow Dave and Ady to hand out the final instructions, route instructions and answer sheets prior to a 19:30 prompt start.

As with previous Bristol Motor Club NavScatters there are two types of Route Checks to navigate by, Type A Route Checks which are a six figure grid reference which are worth 10 points if correctly plotted and found and there are the more complicated Type B Route Checks worth 20 points which necessitate basic navigation skills to plot and find the clues.

Armed with OS landranger map 172 of Bristol & Bath, a pencil, a powerful head torch, a clock and the all-important car the crews had two hours and fifty minutes to plot and find as many Route Checks as possible before the finish at the Rising Sun pub in Backwell.

Route Checks could be anything from finding out the last collection time on a postbox, to telegraph poll numbers

through to a date when bridge was constructed which I can guarantee are all really hard to find in the dark! If the crews happened to be late they were allowed up to 20 minutes before being classified as DNF's however, being late attracts a penalty of two points for every minute late so it's always a fine balance to get as many clues as possible within the allocated time or spend a little more time to gain more points whilst recognising they will be eroded by every late minute.

The crews competing were Paul Sunshine and my eldest son Harry acting as his navigator, Mike Lear and his trusty navigator Phil Oliver, the highly successful pairing of Andrew Bispington and his navigator Rob Thomson, Rob and Alice Kerly in their beautifully MG and myself and my youngest son George who was my navigator.

The routes planned by Dave and Ady took us down many dark, narrow, very muddy, yet very fun roads and tracks taking in villages such as Wrington, Langford, Butcombe, Lulsgate Bottom, Nailsea and Backwell along with throwing in a visit to Bristol Airport for good measure.

The good news is that all crews made it back to the finish around the official finish time of 22:20, somewhat muddier than when we set off but all wearing huge

smiles on our faces with many stories to share over a drink whilst we awaited the final scores.

In fifth place was Paul and Harry with 126 points which is a fine haul for Harry in his first NavScatter. In fourth place was Rob and Alice with 148 points and in third was myself and George with 154 points, three crews tied very closely.

There was then a huge gap in scores to

Mike and Phil who came in second place with an excellent 246 points which amazingly wasn't enough to score the top prize. That honour, with a winning score of 322 by Andrew and Rob was phenomenal. Congratulations to them both for an excellent victory on a very fun night.

Thank you to Dave and Ady for organising the event and roll on 2024 for hopefully more NavScatter fun .

Andy Thompson



Getting some cheeky practice in before the event.



In the 1950s we ran event at Lull



sgate. Imagine doing that now...!

2023 What a year

This last year of competition has been the busiest I've had since entering the MX5 Challenge back in 2014. This was when my father-in-law bought me an MX5 while away on holiday in Cornwall with the family (much to the shock of all). I hoped at the time that I wouldn't be last at every event and gladly that was the case.

Unfortunately, after a couple of years competing and doing OK, finances and family commitments dictated that I needed to sell her. The car was sold to Dave and Andy, who managed to win the challenge with the 'RS' a couple of times.

Then back at the end of 2019 the opportunity arose for me to again buy an MX5 and rejoin the challenge. Please see a previous club magazine article about Minis and MX5s.

The car was bought from a chap locally who had competed in some sprints, so it was almost ready to go- or so I thought. The suspension wasn't a great drive, it was missing a passenger seat and a soft top. It did come with some rather nice wheels and a matching hardtop though.

Underneath, it didn't look too bad and

had passed a recent MOT. After making Muzzy 2 ready for the 2020 MX5 Challenge, a few AutoSOLOs and a Hillclimb later, the season was cut short for the covid pandemic and events were postponed or cancelled.



Getting our MX5 Challenge published

However, we did manage to get a few events in and, to my surprise, I finished joint 3rd overall. Not a bad comeback after a 4 year rest. Some changes were made to the car after a sprint at Clay Pigeon, where I lent the car to Nick Lear. His car had suffered a breakdown in

BRISTOL MOTOR CYCLE & LIGHT CAR CLUB

As the number of members with close on 60 year continuous membership dwindles, I feel it important that the history of the club over that time is recorded.

And I realized there was a lot of history about the club that the majority of members would know nothing about, which would be a shame for a Club formed in 1911 when motoring was not as we know it today, brakes only on the rear wheels, acetylene lighting, very poor tyres and mechanicals.

I decided the only way I could recount the history as I knew it, was to form some form of time line, and the only way I could do that was to base it on my own experience.

I joined BMC&LCC some time in 1965 mainly to get Autocross and Trials entries.

At that time one had to be proposed, seconded and read at the meetings three times to become a member, and had to agree to organise an event within your first year of becoming a member.

Formal meetings were held weekly and at that time at the Half Moon at Coalpit Heath, attended regularly by some 50 or more members, within my first year I got



involved addressing envelopes for the monthly magazine, and along with Phil Rumney and our future wives, had sessions addressing envelopes and stuffing magazines in to them.

Also within that first year together with Phil Rumney ran a Production Car Trial at a disused open cast mining site right in the middle of the village of Dundry, within site of the local church, it drew a large entry of, I guess around 40 competitors, in those days one competed on Sunday and drove the car to work on Monday.

In about 1967/8 I joined the committee, at that time committee meetings were held on a house boat floating on the Lido in Fishponds, how that came to be I have no idea.

Around that time we lost our Hill Climb venue at Dyrham, but still ran National Autocrosses on numerous, vary large fields off of the A46 at Old Sodbury, just north of the Crosshands Hotel, the premier event being, for the Evening Post Trophy held on August Bank Holiday Monday, also rounds of the Players No6 Autocross Championship, with crowds that regularly brought the A46 to a standstill.

At that time one had to be proposed, seconded and read at the meetings three times to become a member, and had to agree to organise an event within your first year of becoming a member.

On one occasion a glider did an emergency landing on the infield of the course, followed some while later by an Auster aircraft to tow it out, the main point of interest was whether they would fly out under or over the power lines, the public thought it was all part of the event.

As well as the events we still run today, i.e. the Allen trial which ran bikes as well as cars, the Fedden Trial, run at that time in Goblin Coomb.

Several memorable driving tests events come to mind one held in the bus depot at Ashton, Tiny Lewis turning up in a Swallow Doretti, another in the multi storey car park of Fairfax House the Co-op superstore in Broadmead.

Several one off events also come to mind, one was a Snow Cross, run over the Christmas period when it snowed, another was a sort of trial come driving test in

a quarry at Winterbourne, both organised by Eric Harris, David Harris's father.

Of course being both a car and motorcycle club we also ran a lot of motorcycle events, including Grasstrack Races, where most of the competitors rode Speedway in the week and Grasstrack on Sundays. Plus Scrambles and Trials, running a round of the World Motorcycle Trials championship one year.

On one occasion a glider did an emergency landing on the infield of the course, followed some while later by an Auster aircraft to tow it out, the main point of interest was whether they would fly out under or over the power lines, the public thought it was all part of the event.

The club was also involved most years at that time in the RAC Rally, running controls, special stages or timekeeping, Bristol was well represented at that time with Tiny Lewis, Henry Liddon (of Monte Carlo fame,) Tony Nash, and Geoff Mabbs.

One event comes to mind when on a very cold November night with freezing fog we ran the control at Lulsgate Air-

port, Phil Rumney and I stood in the middle of the A38 with illuminated batons directing cars in to the control, how we survived I don't know.

Tiny Lewis who was driving for the Rootes Group arrived at Lulsgate in a NSU Prinz running the engine and transmission for the development of the Hillman Imp, the engine of course being a Coventry Climax designed and used in fire pumps during WW2. The car looked in a very sorry state with no windscreen and a dented roof as a result of an 'end over end' on the Porlock Toll Road.

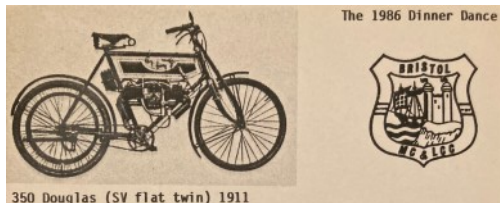
However Tiny left the control, went to his garage on Bedminster Down and somehow cobbled together a windscreen and knocked out most of the dents and carried on.

Bjourn Waldergard came in with a 911 with transmission problems, and with the service manager standing with a workshop manual shouting out instructions just like the Gestapo to the service crew, however the engine, gearbox and transmission came out, repaired and back on the road all within the time schedule.

Around this time we were planning to stage a Motor Show to celebrate our 60th anniversary in 1971. Thanks to a lot

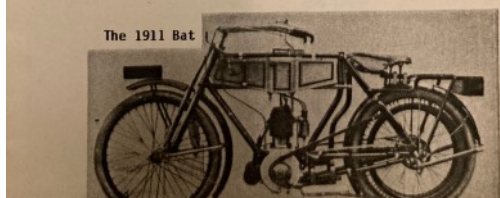
of work from Chris Bigwood and John Ford we held our Motor Show at the Victoria Rooms, which ran from the 13th to the 20th November 1971, and for publicity had a parade of competition cars, full race and hill climb cars including a GT40 of LeMans success. Complete with a Police escort, down Park Row around the Horsefair through Broadmead round the Centre and up Park Street, finishing at the Victoria Rooms.

Including a Civic Luncheon with the great and the good including the Lord Mayor and Chief Constable, the menu for which turned out to be minced beef pie with potatoes and vegetables, what the Mayor thought of it we shall never know.



350 Douglas (SV flat twin) 1911

1911 1986
75 Years
Motorcycle and
Motor Sport



The 1911 Bat

The Club had its main display on the stage with Ian Swift's V8 Cooper as a centre piece, and the main floor with cars, trade stands etc, the club's projector showing motor sport films continually, a rally film of The Thousand Lakes broke so many times it became known as the film of a thousand pieces.

However it was a great success, with the whole of the ground floor of the venue occupied with motor sport related stands, drew large crowds, particularly over the weekend.

I took over as Chairman from Ken Buckle at the AGM the following November, a post I held for some 14 or so years,

Committee meetings were always quite robust, and at one meeting held at the pub on the corner by the traffic lights in Staple Hill, we all got thrown out by the Landlord because Jim Cullimore, the motorcycle competition secretary complained there was no light on the stairs, so we retreated down the road to Eric Harris's office.

We lost our meeting place at the Half Moon as the skittle alley and meeting room were being developed to a restaurant, and this is where my memory fails me, for I am not 100% sure where we

went next, I believe it was to a Hotel at the top end of Kingswood high street.

The next venue was the Checkers Inn at Hanham, next to the river, and remember on more than one occasion coming out to find the car park flooded, from there we moved to a room at the rear of the Council House on College Green and from there to the Beeches Club at Filton.

In 1975 we ran a race meeting at Castle Combe to commemorate 25 years since building the race Circuit.

In 1976 we were instrumental in saving Wiscombe Hill Climb which was in fear of closure due to the costs of maintenance, by joining up with four other clubs to run the Five Clubs Hillclimb.

1976 we linked up with BAC Motor Club (now Pegasus) to run sprints, the first being at Wroughten and when that became unavailable we moved to Colerne to be joined in 1980 by the MG Car Club.

Meantime the Motorcycle Section decided to break away and became the Phoenix Motor Cycle Club.

I stood down as Chairman for a number of years, but remained a member, meet-

ings were being held at The Crown, a rather run down pub at the lower end of Kingswood, and membership had suffered.

On the evening of the AGM, Paul Hemmings phoned me asking me if I would come back as Chairman, Dick Mayo had agreed to stay on as Secretary, and Paul as Treasurer, I agreed and started my second term as Chairman.

I organised a Sunday Treasure Hunt which surprisingly was well supported, and finished at the Crown Inn on the A46 known as Annie Cowleys, and decided to make that our regular meeting place, and every year held a Barbeque in the garden next to the car park at the rear. We remained there for a number of years before moving to the Clubhouse on the Common at Hambrook.

I then stood down, but continued competing, ending with my building of my Liege for use in Classic Trials, the story of which is somewhere in the magazines archives.

I really hope this has been of interest to you as a current member.

Arthur Jones



Wiscombe Park

SPEED HILL CLIMB

Wiscombe Park, Southleigh, near Colyton, Devon

May 18th 1963.

Hill records. Page 10.

MARTINI

Sweet, Dry, or Bianco

Drive-By

The tale of Badger's Arse.

Hi everybody, hope you had a relaxing and peaceful festive break. Well, as much as you can when taking into account dealing with the usual Christmas fayre of hyper-excited children/the in-laws/cross country journeys in peak holiday traffic etc (feel free to add your own festive nightmares to the list).

We were fortunate again this year to spend the primary period of Christmas Eve, Christmas Day and Boxing Day at home on the Dymock estate and were joined by my sisters for Christmas Day Lunch which made for an easy and, dare I say it, actually quite relaxing day.

Especially when compared to our Boxing Day when we held the family's time-honoured tradition of 'open house' and playing host to well over twenty visitors! A great day though, with plenty of food, drink and wonderful company and an excellent chat with one of Lynnette's brothers in law who has recently sold his Jaguar XKR (5.0L 500bhp version) and replaced it with an Aston Martin Vantage which he always promised himself and thoroughly loves even though, with only 420bhp..., it's noticeably not as quick as it's predecessor. Must be a relative thing.

My eldest sister joined us for the Christmas period and had flown in from Germany where she retired to a few years ago. One of her lovely presents was a bottle of alcoholic drink resembling a tall thin bottle of port and labelled 'Braasch Weih Nachts Likor' which roughly translates as 'Braasch Christmas Liquor', no, me neither.

Anyhow, one evening between Christmas and New Year, Lynnette and I decided to try a glass or two of Germany's idea of some Christmas spirit and sorted out a couple of brimmed glasses to chug whilst watching some Christmas telly.

I guess the mistake was a combination of thinking it would be similar to port because of the colour and not paying any attention to the small print on the bottle label which would have yielded a couple of clues as to what we were about to imbibe even if your knowledge of the German language is as woeful as mine.

'Cheers darling' and, oh dear God, what in the hell... Turns out said drink was Rum, and seemingly the sort that you could probably add to a petrol tank to raise the octane rating. The best description I can give you is to imagine the taste of mulled wine and then conjure up the same sort of herbs and spices flavour but in a bottle of Rum, a

sort of mulled Rum, if you will but with none of the alcohol lost in the process.

After the initial shock had worn off and we had regained the ability to speak, and see straight, a period of gently sipping the initially evil concoction revealed that drunk in the same manner as you should any high percentage proof spirit, it's actually a really rather wonderful, full flavoured Christmas warmer and we've been treating ourselves to the odd glass or two since. Well done, Germany, a perfect festive treat, if you could just work on adding a multilingual health warning to the label, please...

Now, about my opening line.

Since moving to our Georgian pile in South Somerset, we have become aware that we're fortunate to be regularly visited by quite a cross section of British bird and animal life and have some brilliant photos and videos of our nocturnal visitors that we've recorded on a night camera placed in various locations around our gardens.

Our darkness hours visitors usually include a couple of Badgers, several foxes (yes, you can tell them apart even on a night cam and we've christened one of them 'Scruffy' for obvious reasons), a

hedgehog, a number of mice who are utterly charming to watch (as long as they remain outside the house...) and what appears to be every local moggy within a radius of several miles.

So, on Christmas Eve after a busy day with our Christmas preparations, Lynnette and I had a late finish around midnight and Lynnette volunteered to take Ruh our Lurcher out to the garden for his final toilet visit of the day.

As soon as Lynnette had opened the door there was an almighty commotion and, a by now furiously barking, Ruh immediately started dragging Lynnette out of the house and toward the door in one of the walls that separates the front and rear of our property.

And the cause of this canine riotous assembly was? Yep, one of our badgers had been rooting around by the door in the wall when Lynnette and Ruh suddenly appeared behind it, trapping it against the door and leaving it with just two escape options: force it's way past a highly excited and surprisingly vocal Lurcher or diving under the door through a gap in the planking previously ripped out by a badger on a previous visit (we had left the gap unrepaired for hedgehog use).

I guess the gap below the door was nearer and considered by Mr Badger to be the least dangerous option and led to his choosing this course of escape.

Which no doubt would have been fine had it not been for the fact that the hole in the bottom of the door had probably been created by a, uhm, less chunky, individual, and in the just a few seconds it took for Lynnette to secure Ruh and find her torch to see what was happening, said badger was well and truly stuck halfway through the gap.

Hence my opening line which was the extraordinary sight that met Lynnette of a furiously wiggling badgers' arse as our poor little friend desperately tried to extricate himself from his predicament. At one point Lynnette seriously considered fetching myself and some tools to remove the door to bring an end to the poor little perishers' woes.

Fortunately, after a couple of minutes our stripey chum managed to finally pull himself through and was out of the front garden by the time Lynnette opened the garden door to check he was none the worse for his troubles.

And which now lives on as Lynnette's 'Tale of Badgers Arse'.

And, as I'm writing this article at the beginning of February, the Christmas hols already seem such a long time ago as the first working month of this year is

consigned to the history books.

I suppose no news is good news, if a little dreary, and January was a typical working month of daily commuting to my office in Thornbury with my trusty Vectra continuing to be a totally reliable and unremarkable workhorse.

In the week before Christmas, I treated the Vectra to an oil and filter change and four new tyres and was a little surprised, although I don't know why, that my mileage between the car's MOT and service in the middle of July and the oil change just before the festive break was a little in excess of 15,000 miles, blimey!

Still, I'll take boring reliability over the problems one of my work colleagues is currently experiencing with his relatively new electric Jaguar I-Pace. Apparently, the car started indicating a maximum charge/range of around 60% however long it was left sipping from the national grid and a subsequent investigation by his local main dealer confirmed one of the three battery packs had failed.

Which is one problem, but the more serious one being that the problem started in December and, as I write, Jaguar are still unable to say when a new battery pack will be available, and he can have his car returned.

My colleague is actually fairly chilled about all this, mainly because Jaguar has provided a courtesy car replacement and

in this case it's eighty grands worth of all electric BMW iX, which he says is a rather wonderful driving experience, if not a rather puzzling choice from a Jaguar main dealer?

Another electric car in my company's ever-increasing pantheon of electron chuggers is my director's new Porsche Taycan.

I have to say that I really like the Taycan, it's a rather glorious looking four door sports coupe and possessed of a shocking turn of speed according to my guvnor who does seem to revel in a decent prod of the accelerator when conditions allow...

I suppose my only chance at getting to drive the Taycan will be if I need to attend a client meeting with my director and he agrees to share the driving duties with me, well, it's a no brainer that he's not going to want to be rocking up at an important client meeting in a sixteen-year-old, been round the planet four times, Vauxhall Vectra.

So, for the moment, my favourite observation of the Taycan will have to remain the sound it makes when arriving in work. It's the most extraordinary mix of, slightly military, highly tuned, yet well muted, racing V8 and something from a battle scene in a Star Trek film.

All credit to Porsche for creating a truly automotive and interesting sound for its

electric car and infinitely preferable to the tinny electric whining of a Tesla when parking.

Hmm, national stereotypes, anyone...

Chris Dymock



Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a login form with fields for Username and Password, each with a "Sign In" button. To the right of the login form, there is a "Not a member yet?" section with a "Register here" button. The footer contains copyright information and a notice about data collection.

Information Subscriptions Events

Bristol Motor Club
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

Username
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You must enter a password
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[Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription.

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Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE

Joining Bristol Motor Club couldn't be simpler, just visit our dedicated membership and event entry website: <https://my.bristolmc.org.uk/> and follow these steps:

To Join BMC*:

- 1) Visit <https://my.bristolmc.org.uk/>
- 2) Choose the Sign-In Option
- 3) Select Register Here
- 4) Complete the Registration Process
- 5) Go To Subscriptions
- 6) Accept Our Offer of Membership
- 7) Pay using a Debit/ Credit Card

NOTE:

*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association).

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? <small>(Delete as appropriate)</small>				YES / NO
Full membership		tick boxes that apply y)		£ 20.00
Associate membership (see www.bristolmc.org.uk/join-us for membership categories)				£ 10.00
Additional windscreen sticker (first one is complimentary)				£ 1.50
DEDUCT REWARD POINTS £1 each		(NOT applicable to NEW club members)		
TOTAL cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD				£

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: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS32 8AX.

FOR CLUB USE	Date received	Membership No(s).
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Privacy Notice

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 Motorsport UK 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.



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Date	Event	MX5s	Bristol Speed
TBC	Winter NavScatter (BMC)		
Sunday 19 March	Clay Pigeon Sprint (BDCC)	Yes	
Sunday 14 April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 28 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 7 May	General Meeting & Buffet (BMC)		
Sunday 19 May	Bristol Spring AutoSOLO (BMC)	Yes	
Sunday 8 June	Llandow Sprint (BMC/ BPMC)		Yes
Sunday 9 June	Prescott (Bugatti Owners Club)	Yes	
Sunday 7 July	Gurston Hillclimb	Yes	
Saturday 13 July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 14 July	Classic&Performance Parade(BMC)		
Sunday 4 August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 17 August	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Saturday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 8 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 15 September	Bristol Autumn AutoSOLO (BMC)	Yes	
Saturday 12 October	Great Western Sprint (BMC)	Yes	Yes
Friday 25 October	Autumn NavScatter (BMC)		
Sunday 10 November	Fedden Sporting Car Trial (BMC)		
Sunday 26 November	Allen Classic Trial (BMC)		
Tuesday 3 December	General Meeting & Buffet (BMC)		