

Magazine of **Bristol Motor Club**

Driving Mirror



Spring 2025



Ice Drive Sweden

Operation Castle Combe - **moleracing's start to 2025**
Christopher Bigwood - **Calne Classic Car Run** - Drive-By

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Cover: Ice Drive Sweden (Huw Bowen)

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The next Driving Mirror deadline is
Friday 27th June 2025.

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



Chairman's Chat

Hi, this is my first attempt at a **Driving Mirror** article since taking over as **Chairman**.

Many thanks to Matt for again producing an excellent edition and for his very wise words as magazine editor. Of course, any editor is only as good as the material they are given. So please keep sending your articles, no matter how short or long. If you have any photographs (with the permission of the owner) that will be a bonus.

This time I want to consider co-operation between motorsport clubs and how we can help each other by providing marshals and officials for events.

You may wonder why the attached Castle Combe circuit diagram has a lot of strange markings and lines. On Saturday 22nd February this year. Half a dozen BMC members volunteered to marshal for the

Bath Targa Festival Rally. In order for the event to run no less than 190 officials and marshals were required to sign on at Castle Combe. The test plan reveals that this event uses parts of Castle Combe many of us, including myself, did not even realise existed. The start was in the overflow paddock and the test route also followed perimeter roads, the school rally stage, assembly areas, pit lane and finally the circuit itself. A test of 5.39 miles and this was run twice.

The Targa was thoroughly enjoyed by competitors, officials and us marshals. It was spectacular to watch and as marshals we had the very best 'seat in the house'. Very close to the action and with cars running every 30 seconds plus doing multiple loops it was really challenging. The event had ten tests with others taking place at South Cerney and Charlton Park in addition to Combe.... and other marshals needed at these locations also.

BMC marshalled two individual Stop/Go points (marked SG on circuit plan). Each required 3 marshals with one scribing, one observing and a 'lollipop' person. The navigators were very cheerful and many thanked us for marshalling. Each test had a large quantity of controls and radio points all requiring a number of marshals. The marshals were drawn from many local and further afield clubs. I bumped into a number of people I knew through motorsport and felt very needed and respected doing my role.

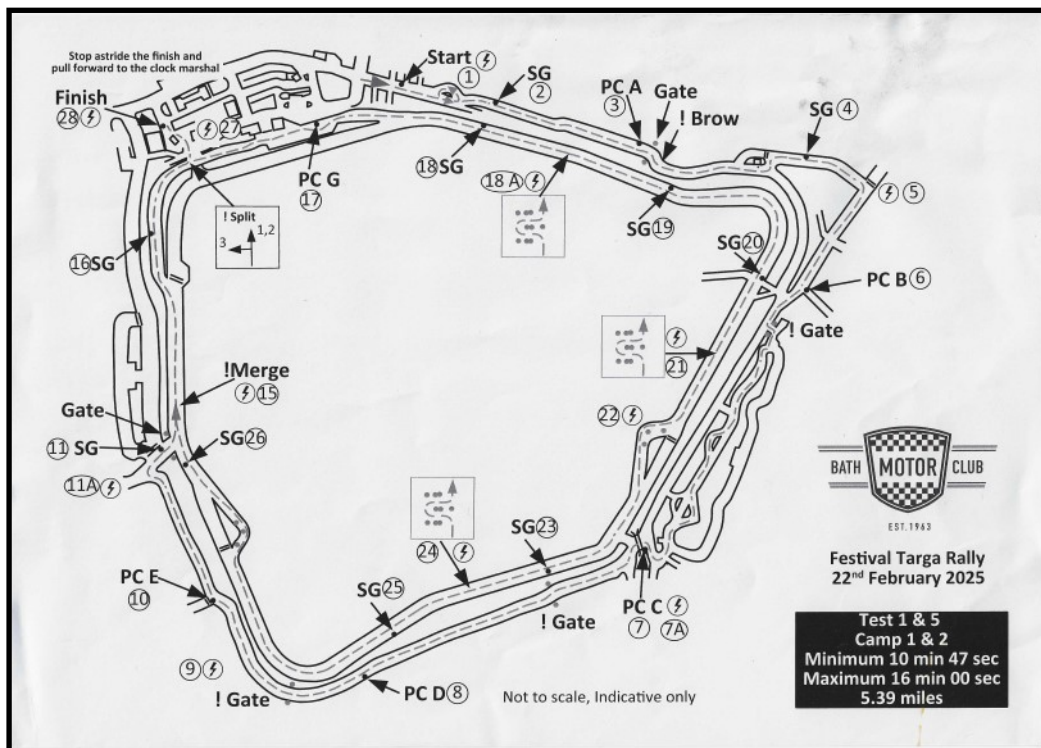
A really friendly true clubman's event but only made possible by the co-operation between clubs. Well done to Bath MC

for putting on a super event...I for one will watch for it next year and so could you.

As a BMC member you would be very welcome as a marshal at any of our events as listed on the back of the magazine or you could register with other clubs for their events held locally, which we will publish if possible. It is very fulfilling, enjoyable and enabling us to give something back to the sport we love. I urge you to put our event dates in your diary and watch for our call for marshals before each.

Till next time, keep safe.

Mark Benstock



Operation Castle Combe

Reproduced from the December 1951 issue of the Club Journal, the following article by Tom Simmonds, Clerk of the Course of all the 1950s race meetings, describes how the Club turned the old wartime Castle Combe airfield into a race circuit.

Some four years ago the Club discussed at length the question of aerodromes and racing thereon. After many abortive contacts it was suggested that Castle Combe might suit; but it was turned

down owing to the distance from Bristol, and shortage of petrol due to rationing, etc.

We missed the 'bus from Castle Combe then fortunately caught a taxi some long time later. In the late summer of '49, that stalwart of the Club, Alf Morrish, dragged me out on several Sundays to hunt for hills for the forthcoming Fedden trial. In our wallowings and muddy travels we saw some likely territory at Ford, and he delegated me to ascertain the owner and seek permission to use same.



Race start, Sports cars upto 2000cc, 7-Oct-50.

From left: Tony Crook (Frazer Nash), John Cooper (Cooper-MG), RF Peacock (Frazer Nash – BMW), Jeff Sparrowe (Morgan), M Lambert (Connaught).



Farm Straight, 1500cc to 2500cc racing cars, 7-Oct-50.

Ken Wharton (ERA R11B) leads Stirling Moss (HWM). Wharton retired, Moss won.

I was wrongly informed that it was owned by a Mrs. Maurice of Castle Combe and when I contacted her, she, as always, offered any help she could on her Estate, qualifying it by saying she thought there was nothing suitable, owing to farming activities.

During the conversation I asked if she owned the aerodrome. Her interest was immediately aroused and was 100% for development there. On bringing the idea up at a Club meeting it was suggested that the surface was not good enough, on inspection I disagreed. A committee was formed which met Mrs. Maurice and her legal adviser on more than one occasion

in the very pleasant Manor House.

The track at this time looked very formidable, the whole length of Farm straight had a barbed wire barrier amidsthips with large posts concreted into the track, four intersecting fences likewise fixed were scattered around the perimeter, and the whole lot capped with a hay stack of considerable size right at the entry to Farm straight (this stack caused much consternation to the R.A.C. and A.C.U. Officials who inspected the circuit, and was draped with white dust sheets for the first meeting).



Race start, 1100cc to 1500cc sports cars, 12-May-51.

Front row: Mike Hawthorn (Riley Sprite) & Donald Pitt (Frazer Nash).

The stack was only moved a matter of hours before the National meeting last year, and the committee was so perturbed about it that hints were made of certain drastic action to remove it in time for the meeting if the man engaged to bale it did not fulfil his promise.

Many large concrete slabs had to be mechanically broken up and hauled away or towed to a cemetery near Tower Corner; it was while we were doing this that we discovered hostile squatters making their presence felt. We delegated our Chairman Peter Scott to pacify a rather irate secretary of the squatters, which he did admirably, and in fact won the whole lot over to our way of thinking. The greater part of all the above work was done by Club members in their spare time, might I add members who are

often accused of having nice official jobs on race days.

Eventually an agreement was negotiated, Derek Burston acting for the Club, and we had a very successful and pleasant meeting in July 1950. It became apparent at once that we were on a good and popular project. The next meeting was a minor one, the Mendip Petit Prix, followed by a National meeting in October which took the place of the Weston speed event, this - as with Lulsgate - had ceased to be a venue through circumstances outside our control. Having made profits at both Castle Combe meetings the committee advised the Club to plough the profits back into the course and erected considerable and costly boundary fencing, arguing that it was a good investment as

we should prevent a large amount of gate crashing. Mrs. Maurice has waived her royalties on all meetings to date except one to help us over the initial stages.

The Castle Combe committee worked ceaselessly throughout last winter to consolidate many things, and in March we again ran a highly successful meeting in spite of the weather; the elements were kinder in May and a further profit made. During the interim period the paddock and Camp corner had had permanent fencing erected, altogether some £1,000 had been sunk into the project. The first two meetings ran with the paddock on the south side of the track but this did not function too well, hence the move to

Camp when it was finally derequisitioned.

Our fortunes now changed - for at the motor cycle meeting as you all know we made a grievous loss in spite of the energy expended by Edgar Fellowes, with the result that expenditure was drastically curtailed for the National Meeting this October. The outcome of this latter meeting however eventually dumbfounded the critics and made them speechless at the phenomenally good financial result, possibly due in no small measure to the bold and intrepid inception of the sixpenny admission.

Some of us in the Club have always had



Start line, Sports cars over 1500cc, 6-Oct-51.

Sydney Allard, Allard J2-Chrysler. In the background is the 1938

Bristol K5G bus used for race control, timekeepers, etc.

and always will have the utmost confidence in Castle Combe, provided unbounded energy and fertile imagination is used in the development of the track. We nearly lost Castle Combe to outside sponsors; the racing rights and properties of the Club there would have been then disposed of for much less than they cost.

Castle Combe as a circuit is now well on the way to becoming one of the foremost in the country as was predicted, and it is entirely up to the Club to make it thus or otherwise by the industry put into working parties and organisation. Newer members are needed for the official jobs, and if forthcoming will reap the benefit of their labours according to the determination expended therein. It is not only on Race days the key officials work but all the year round, so far their labours have been justified by the glory of

the results.

An appreciation is due to Messrs. E. Storey and J. B. King as on many occasions they have formed the core and bulk of working parties, the latter is now engaged on the adaptation of existing buildings as lavatory accommodation to save hire charges. It is not fair to close without thanks to Gordon for well organised paddock arrangements, R. Lawson, A. C. Hammond for car park, Messrs. Tonkin and Briggs for programmes, The Chief Marshal, Commentators, and last but by no means least our never tiring Comp. Sec. C. B. Salter.

T. H. Simmonds.

Pete Stowe



Paddock assembly area, 6-Oct-51. RF Peacock, Frazer-Nash

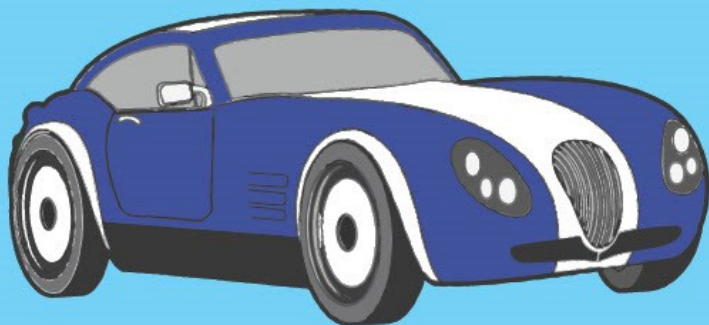
The Rotary Club Invite you to join our

Classic Car Run

Sunday 18th May 2025

Enjoy a fascinating 70 mile route through the beautiful Wiltshire countryside with a special stop for coffee at The Greenhouse Coffee Shop & Restaurant at Wadswick Green, Corsham and finishing at Sheldon School, Chippenham

**Be one in just 100 on this special
10th Anniversary**



**All proceeds will be shared between
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For more detailed information, Registration and Regulations
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The Mayor & Calne Town Council

Three years into retirement and still wondering after a hectic winter how I ever found time to do a job and run a hobby. Life and health is great, chilled with only self-induced stress. In planning for 2025 I took some advice from a TV interview with Sir Chris Hoy late last year, who, after his stage 4 cancer diagnosis said, “If you have a plan, don’t put it off, do it now”. So various upgrades I’d been thinking about to bring in over the next few years, I thought ‘sod it let’s do them all right away.

Winter Upgrades

So, in the relentless pursuit of more power, less weight, more downforce and better handling I managed to achieve the following upgrades leading up to the first event at Cadwell end of March as well as fitting a few holidays during the winter.

NEW: dampers, springs, exhaust system, silencer, clutch, front wing, floor intakes, driveshafts, NAS bolts, upright swivels, brake discs, pushrods, loom refurb, knock sensor, fuel, lubrication system and on board air compressor.

In a little more detail, the most beautiful addition was from APH Precision in

Banbury and is a new larger titanium and stainless-steel exhaust made to the precise dimensions as SBD developed on the dyno for my engine to allow it to release the full 307bhp – perhaps 20bhp more than the old ‘stifling’ system. This is quieter and lighter than before as well as looking stunning. Cannot recommend Alans work highly enough.

The dampers and spring package from Raceshocks in South Wales is another thing of beauty, Nitron 3 way adjustable - that’s rebound, high speed and low speed compression. Lots of tuning and development needed however to get it in the right window. A new clutch from



Nitron 3 way adjustable dampers



Arguably the most beautiful addition was from APH Precision in Banbury being a new larger titanium and stainless-steel exhaust made to the precise dimensions as SBD developed on the dyno to allow the full 307bhp

SBD that is now from a different manufacturer following last years failure.

The aero has been upgraded by adding some infeed throats to feed the floor, doubling its intake area and taking advantage of the new SBD developed triple element front wings – less drag, more downforce and a vortex inducing feed to the new tunnel. They look the

dogs.

Then a whole series of safety and maintenance jobs. A new car set of NAS bolts helped by James Wills of RaceParts, then all 3 upright swivel pins were replaced after the 29-year-old one failed last year in Northern Ireland. This was a tricky removal and installation but well within the skilled capabilities of Steve



Aero has been upgraded by adding some infeed throats to feed the floor

Cambell at Thunder Engineering in Leicester. The loom was removed and given a thorough check over by SiLeck who built it 10 years ago.

With new sponsor, Sustain Fuels onboard we are running Sustain Racing C50, a 102 Octane MSUK legal pump fuel, but giving more power than Shells finest. A knock sensor has been added to allow a tighter tune of the engine map.

Also supporting the team this season are ROWE oil, and they can supply a really wide range of quality lubricants including some sustainable non fossil fuel based and we are running some really high quality 0-40W racing oil and also suitable gearbox lubricant. So, all in all, there has been a lot going on and a shakedown and test were planned before the season start on March 29 at Cadwell.

I managed to lose some mass also and

weighed in sub 70kgs in the last week – haven't been that light since I was in my 20s.

Curborough Shakedown

A basic 'does it move, stop and start' type test was planned 3 weeks before the first event at the local venue of Curborough. In the end this was very useful as I never got on track due to the onboard high pressure air tank regulator somehow failing and damaging the valves – so no gear selection. Steve Broughton and SBD rapidly arranged a solution of using some elements of the system and fitting an onboard compressor solution and a small addition to the loom.

Llandow test I

En route to the first proper test, I called in at Level Motorsport Wiring in south Wales to have the loom modified to run the compressor. SBD provided map updates for the ECU and were also in attendance at the test all day to fine tune the engine maps now we are running the sustainable fuel. With motion sickness pills deployed I was able to run about 12 laps during the day and the car was fettled and checked and improved. It was felt the springs selected by Steve were a little strong for ride quality and so were changed back to last years, but the new dampers were valved to this specified harder level and ride quality still not good. Raceshocks were also in attendance to advise and at the end of the day, they took the dampers away to



Car damper set up completed at Race Shocks in South Wales

revalve to a new softer spring rate.

Llandow test 2

So, 2 days before the event I found myself back in South Wales at Race Shocks and set the car up to the new damper rates at their workshop. They even left me the keys to carry on working in to the evening and I spent the night in the camper in carpark. The job was finished the following morning, and I headed to Llandow again to try out. Whilst better, it was still a harsh damper

setup, even though the springs were now softer than last year, but hopefully at Cadwell this would be OK and Llandow is just very bumpy. Arriving home at 10pm, it was a swift repack the following day, and I headed off to Cadwell mid-afternoon.

Cadwell Park

Rounds 1 & 2 of the British Sprint Championship at this Lincolnshire venue were held in glorious early sunshine with a stiff cold breeze. Only 9 runners had

made it to the first day of competition and nice to see two new faces sharing a drive in a Mygale Ecoboost. Nick Scott helped me all day, not wanting to drive after his extensively damaging crash here last year.

The car, now softer had great traction and was so nice to launch with a working clutch again, 2.17secs 0-64ft was the best. Unfortunately, the damping still wasn't in the right window and the high-speed section gave a lot of harsh oscillation and traction events and I was some 4 secs off the pace of the 2023 champion Pete Goulding in the Mygale Ecoboost running on new Michelins. Steve Brown in the supercharged Empire Evo, also running Sustain fuel was well on his heels though

and he eventually beat me in the up to 2 litre class.

Just before I got on the track from the holding area, I noticed the front wheel making a noise and decided to abort the run to investigate as the inner wheel hub was being shaved by something. Back in the paddock I found the lower suspension nut had worked loose and was scraping the wheel. So Loctite applied and a tighten got everything sorted and I managed to get swiftly out to take my qualifying run. I checked all the others for the rest of the day. Normal blue needs to be replaced with high strength green Loctite.



New clutch sorted launches but damping not in the window (Picture: CF Images)



First outing resulted in a 4th place finish (Picture: Paul Kitchen)

A further couple of seconds quicker but I confess to the most stupid mistake as I drove back into the paddock and misjudged the steering sweep angle and impacted the stout trailer ramp base with the tip of my front wing – that you cannot see from the cockpit. This ripped out the wing end plate and cracked the main plane outer skin but luckily the new front elements were intact. The carbon fibre magic man, John Hansell swiftly came to my aid and between my spares and repair box and Simon Wallis, we found enough 5minute epoxy to glue and tape it all back together. It held out for the day and more extensive repairs will be done at Anglesey or after.

The repairs held and I managed a further couple of seconds improvement to come 4th behind Pete Goulding and then Steve Brown who was only a tenth behind Pete

and was so close to his first run off win. Simon Bainbridge had a trouble-free day to take the last podium spot and I was fourth ahead of John Loudon. The final run chipped another few seconds off and I pulled back to a few seconds off the winning time of Pete but 4th place it was.

So, Monday after the event saw me back in South Wales and Raceshocks are putting another set up on the dampers that we shall try in a few days' time. There are 19 runners for the Anglesey weekend, so qualification for top 12 points will be harder – let's see how we get on.

Steve Miles



Ice Drive Sw



veden - 2025

It's like driving on ice...

As I sat in the driver's seat behind a familiar instrument cluster, a cloud of anxiety robbed me of my excitement. My mind suddenly focussed on nothing but the sequence of actions ahead.

Actions to be executed with a level of precision usually reserved for only the best surgeons. A little lift to transfer weight to the front, a healthy squeeze of throttle to unstick the rear, a touch of opposite lock to hold the slide, then gather it all up and go straight again. Simple, right? Except this was different... You see, I like to think that, about 30



Ice tyres order of the day

years ago, someone from the Disney Marketing team uttered the immortal words: "What if we tried this... On Ice?" Now, that led to such wonderful performances as Cinderella - on Ice, The Lion King - On Ice, and who can forget Frozen - On Ice.

"But we're motor club members!" I hear you cry; "Why are you taking us on a journey through unforgettable Disney performances delivered from a temporary sheet of ice?" Well... What if I said that someone had taken the same philosophy and applied it to driving?

Ice Drive Sweden was set up with exactly that mission. Having secured use of a Swedish lake 900m above sea level, for the last 15 years, when winter hits, the serene lake scene turns into a meter-thick sheet of low-friction driving surface. It's at this point they draw in the local farmer to plow two circuits to challenge willing visitors: a 5km outer loop and a more technical 2km inner loop. These tracks are complemented by training areas of donuts and oval circuits to finesse drivers' skills.

Oslo airport (yes, in Norway) is a 2-hour hop from Heathrow. Accommodation was a further 2-hour drive north, and the lake an hour and border crossing further again. We'd been warned of the cold, and rocking up in ski gear in preparation for temperatures as low as -20, we weren't



The Bristol Motor Club Ice Driving Class of 2025

disappointed. With the mercury staying below the dew point overnight, though, there wasn't even any ice to clear from the hire car windscreens in the morning, just a dusting of dry, powdery snow and the inhospitably low temperatures to face. They might not be necessary for a drizzly school run in Bristol, but out here, heated steering wheels and sub-zero screen wash suddenly make sense.

Less than 24 hours after landing in Oslo, we were on the lake. Safety brief and sighting laps complete, the mid-morning

sun cast a harsh light over the monochrome snow scene. Reflections from the snow almost blinding even through polarised sunglasses.

Unperturbed, I tentatively took the wheel of a BMW 130i on a training oval. The 3.0L straight 6 purred at idle, but despite a passenger ride with veteran ice driver and trip organiser James Hurford beforehand, I wasn't feeling so composed. Sat in the driver's seat with snow banks left and right and a clear sheet of ice in front of me, I was acutely aware of the



5 cars shared between 11 drivers provided plenty of seat time

250 willing Bavarian horses under my right foot and a surface beneath that with little enough friction to transfer it into all but forward motion. Fighting internal urges adamant that if the roads at home were this icy, the Met Office would be urging us against all but essential travel, I applied power as gently as I dared...

Instant relief. The result not quite the wheelspin and crash I was expecting but in fact the opposite. There's grip. Grip leading to forward motion. Forward motion just like driving without the layer of crystallised water beneath the wheels. We were rolling. The nerves calmed but we're quickly heightened again by a new worry, I now knew the tyres held on in a straight line, what about changing

direction? I eased the steering wheel around a few degrees... At first, no response, but just like applying power in this winter wonderland, there's no need to be afraid, just patient. The car, quietly, diligently following the command, smoothly yawed us away from the snowbank.

Confidence restored, time to ramp up the pace... The remarkable thing about driving on such a low-friction surface is that as long as you offer it patience, everything happens slowly. Manipulating wheel and pedals to set up, sustain, and power out of a slide all happens gradually. Slow enough that each phase of the action is distinct and one can afford to listen and understand what the car is

communicating. Time almost enough to enjoy the view - certainly enough to crack a wide smile as the direction of travel moves from the windscreen to the side window and back.

With 5 cars booked between 11 drivers, everyone got their fair share in both the passenger and driving seats. With another pair of eyes in the cockpit, sliding around became even easier with everyone willing to share their tips and indulging in the inevitable giggles which come with completing a lap predominantly sideways.

Left and right hand ovals mastered; it was



time to step up to the tight, technical inner track. The new layout introduced the notion of not only turning one way but extending the slide to transition the back end of the car to keep sliding on the other side. Setting up a slide just like



Learning from mistakes all part of the ice driving experience.

before, dialling in a proverbial "dab of oppo," then balancing the slide angle on the throttle before doing it all again to turn in the other direction. Executed well, the vehicle disposed of the bends in one smooth, satisfying motion. But there's less space for forgiveness here.

Too much throttle too early and the rear wheels will willingly pass the front, throwing you backwards towards the outside bank. Too little and the slide will end prematurely, robbing you of precious momentum, sometimes even obligating a squeeze of the brakes to avoid the inside snowbank. The glorious time available on the wide-open oval isn't here anymore - the game is now to thread the car along the circuit despite the slippery surface.

As much as I'd love to tell you we all got it right every time, the number of drivers digging themselves out of the banks and lightly reshaped front and rear wings suggested otherwise! Of course, the cars are set up for such incidents and I don't think I'm ruining the magic too much by revealing to you that the wings are reinforced so can easily be manhandled back into position. Ice Drive Sweden also has a team of skilled mechanics ready to jump on anything which isn't such an easy fix.

Graduating from the training ovals to the technical courses also posed a promotion for the passenger. Where on the ovals, the passenger role was to instruct and cheerlead, with more traffic in play, the

passenger was also granted custody of the chattering radio. As well as playing a part in keeping the track flowing by advising of faster cars approaching or asking slower cars to let us by, the radio also offered the ability to helpfully inform anyone who the ice got the better of that "you can't park there mate!"

By the afternoon, we were comfortable not only on the tight inner track but beginning to venture out on the more expansive outer loop. With longer straights and slightly more space between the banks, speeds were rising, now well into third gear in most cars! Out here and especially on the second day, the importance of tyres became obvious: Within our temporary fleet, we had two distinct tyre types.

Most of the road cars are fitted with road studs. Common across Scandinavia, these tyres have small titanium studs either embedded into the rubber surface or slightly protruding from the surface. On frozen roads, they're perfectly adequate even through the deepest of winters. On the lake, however, their imitations soon became apparent with sliding becoming the order of the day.

The "race prepared" cars meanwhile run Lappi studded ice tyres. These spikes are bigger and definitely protrude from the rubbery surface. Whilst not slicks on tarmac, the grip available is significantly improved and one can use the traction to build up to a higher speed. If you've ever



Perhaps no surprise most road cars in Scandinavia are fitted with studded tyres

seen the Swedish Rally, you'll have seen the capability of these tyres and probably enjoyed seeing them exceed their limits!

Included with the days on the ice was an ice grotto for tea and biscuits with an open fire and an opportunity to open the book of racing driver excuses together! Lunch was also provided with a feed of winter warming dishes and even more excuses written.

Regardless of tyres, however, our time on the ice initially felt alien - the idyllic, snow-covered surroundings offering a brand new landscape to test skills in. Quickly though, we became comfortable in somewhere unconventional; it's remarkable how quickly one gets used to travelling sideways! It's also remarkable how quickly one adapts to new objectives: Out here it's not about all-out speed anymore but about challenging skills and abilities in a new environment.

Overall, as much fun as it is to go

somewhere inhospitable to learn new skills, what really brought warmth to our experience was the company: It wouldn't have been nearly as much fun without a group of like-minded friends. Always supportive and happy to share tips and, of course, taking any opportunity to wind each other up about mistakes made! Turns out; the cold never did bother me anyway.

You can learn more about Ice Drive Sweden at www.icedrivesweden.com and if you're interested in having a go, plans are already afoot to go back in 2026. Contact James Hurford at a club night or on James.Hurford@gmail.com for details.

Huw Bowen

Christopher Bigwood (1928 - 2025)

As one of the few older members of Bristol Motor Cycle & Light Car Club, I thought it appropriate that I should write a few words of my memories of Chris.

Always a Gentleman, always polite and always well-presented, whatever the situation. Chris was a mainstay of the Club for as long as I can recall and served the Club in numerous positions throughout the years, I believe he served as Secretary at one time, served as Chairman for many years and of course President, again for many years, and it's well documented he was a membership extended of the for more than 75 years.

Our paths crossed, unbeknown to either of us back in 1945, when my family lived in Cheltenham Road, Bristol and directly opposite was a garage owned by the Owen brothers, who raced Riley Imps of 1930 vintage, a very pretty two-seater and was the competition car to have in its day.

At the rear of the garage was a builder's yard by the name of Tanners, where a seventeen-year-old Chris Bigwood, was employed as a carpenter's apprentice,

however by his own admission he spent more time with the garage than with carpentry and as a result got the sack.

And I'm sure that is where the seeds were sown, and fast cars became a major part of the Bigwood mindset. Moving on to 1950/51 there are archived film





records showing when the Club was developing Castle Combe from a wartime airfield into a motor racing circuit and shows Chris as one of the working party, shovelling away along with other members. And of course, the Club ran the first race meeting there on the 7th July 1951.

In 1969 the committee decided to mark our 60th anniversary (in 1971) with a special event and the idea of a Bristol Motor Show was born, and what a great success it was, organized by Chris and John Ford. Chris trialled a VW Beetle for many years, trialling the last time in 1969 on the Edinburgh Trial, in a VW Fast Back, as a member of a Bristol team that won the team prize. He also competed in Hill Climbs, in a single seater Vixen and later with an Ensign, which he shared with his late Son Nigel.

Throughout my term as Chairman, and as a committee member, Chris served

alongside me and was always able to steady the ship, help make the right decisions. In 1975 the Club along with 4 other clubs formed the Five Clubs Hill Climb at Wiscombe, he served as a Steward and club steward for years.

Over the years we stayed in our caravans over these weekends, and this developed into a regular annual event, staying on for the week following and joined by the Hemmings and Rumney family's. I have many happy memories of times spent with Chris, from the RAC Rally sections and controls that we ran, to Colerne sprints and many other events.

But I remember him most as a friend, and now as the "Section End" sign has come, he can rest in peace and look back with pride.

Arthur Jones



Drive-By

♪ I don't like Mondays...♪

Quite right, Sir Bob, I perfectly agree with this particular sentiment, but in this instance I was listening to this iconic Boomtown Rats song on the radio (wireless set, for older readers...) whilst travelling to work at stupid-o'clock on the Monday morning of my last working week before I started my three week long Christmas holiday, so nothing could upset my personal apple cart this week, could it.

Fate, as things transpired, obviously had other ideas...

After joining the motorway at Taunton and as I was approaching a couple of junctions further up the M5 North on my commute to my office, a loud "BONG" rudely interrupted my festive spirit revelry just as the dashboard went crimson with the message "Check Tyre Pressures" and the steering immediately started to feel rather less than direct, oh crap...

Yep, a puncture. Luckily. I was travelling at the speed limit in the inside lane, so hazards on and I quickly pulled onto the hard shoulder and came to a stop fractionally after the second bridge that forms junction 23 and just before the

entry slip road from the roundabout above.

A quick inspection revealed a very deflated front nearside tyre so, in my usual Chris Dymock wave of unfounded optimism in the face of adversity, I got my electric tyre inflater from the boot, plugged it into the cigarette lighter socket (uhm, probably best to call it an 'auxiliary power socket' in these more enlightened, anti-smoking times, I guess, but you know what I mean), connected it to the tyre valve and off it merrily pattered. Five minutes later and, uhm, nothing, still as flat as your favourite Shrove Tuesday treat, bug*er.

The good news is that Mercedes in their undoubted genius saw fit to fill the void below the boot floor with a space-saver spare wheel, a jack and all the associated tools, happy days, so I set about changing the wheel.

Or, I would have done had I been able to locate where the jack was supposed to fit under the car. Not easy, as it turned out, when it's pitch black, and your only light source is the torch function on your mobile phone. Try as I might, I just couldn't find the jack locating point on the chassis.

After a fruitless ten minutes or so on my knees, I finally surrendered to the

inevitability of my ineptitude and stopped using my mobile as a torch and put it to its primary purpose, you know, as a phone (yes, I know, the clues in the name).

“RAC, how can I assist” asked the incredibly helpful lady taking my call, after I had worked my way through their automated system, “Uhm, I’ve got a tyre puncture and need your help please, as I just can’t get the wheel changed”

“Okay, what’s your location?” “I’m on the hard shoulder directly below junction 23 of the M5 North”.

“No problem” says the lovely lady, “we have a patrol unit in Taunton, and they should be with you within an hour. In the meantime, please move away from the vehicle and remain behind a barrier or in a safe place”.

Wise advice, obviously, but in this case a bit of a lottery as I was parked on the very last bit of hard shoulder before it stops for the entry slip road from the roundabout above, so I positioned myself on the embankment beside the car and the barrier on the slip road, blimey. I quickly figured the safest way to be there was to watch the oncoming traffic on the motorway which also gave me a view of the slip road traffic at the same time.

And as it was one of the coldest mornings in December, I had previously retrieved my Hi-Viz coat from the boot and wore this over my work jacket to stay warm, and a bit of Hi-Viz certainly wasn’t going to hurt with the staying safe thing.

It’s extraordinary just how long an hour can feel when you’re stood outside on a pitch black and freezing cold morning, and I have to say there was a very strong temptation to jump back into the car and listen to the radio whilst the rather brilliant heater kept the brass monkeys welder at bay, but sense prevailed, even if some of my other senses had packed up in the cold, and I stayed put, brr...

What is rather alarming, and you’ll probably agree with this if you’ve ever had to endure time on the hard shoulder of a motorway, is just how fast motorway traffic actually is. When you’re travelling in your vehicle on a motorway, your sense of speed is presumably numbed by the cocoon that is a modern car, van or whatever, isolating you from the sheer effort going on to maintain momentum and the fact that everybody is travelling at roughly the same speed, so your mental markers regarding your chosen velocity are dulled.

Even the trucks going by in the inside lane at their limited 56mph seem bloo*y fast

and anything in the other lanes at 80mph plus stand out a mile, which presumably is why the police park themselves on their monitoring positions on a motorway and woe betide anyone not paying attention as they cruise along at 10 to 20mph faster than the limit in their mobile sensory deprivation machine.

Talking of police, not a single police vehicle went by between the time I came to a halt and the time I got going again. The only highlights of my enforced location being the Aston Martin that went by on the motorway and the Ford Mustang V8 that accelerated hard down the slip road, both sounding absolutely glorious and had me wistfully thinking about the rather more interesting cars I could own if I didn't have a 150-mile daily commute to pay for.

Fortunately, my time spent watching the traffic mercifully turned out to be around forty minutes and I took a call from the RAC patrol chap a few minutes before he arrived and explained the situation and confirmed that I had a space saver spare but just could not get the jack sorted "no problem, say the chap, we'll have you underway in ten minutes".

Brilliant, and not a moment too soon as I was starting to experience more frozen assets than a Russian oligarch.

When the young RAC patrol chap arrived, he was a paragon of courtesy and professionalism and quickly had the Merc lifted with a trolley jack, wheel off and

the space saver out of the boot. "I'll just check the pressure" says the patrolman, "these need to run at about 62psi".

Tyre pressure checked, the space saver was fitted to the car in good order, the duff front wheel was loaded into the boot and after exchanging our goodbyes, the chap departed with the final advice to drive at no more the tyre rating, which is 50mph in this instance, hmm. I

rejoined the motorway and quickly got into the groove with driving slightly above 50mph and keeping up with the trucks at their 56mph limit, well, saves having articulated wagons in the middle lane as they spend ten minutes overtaking some old fart in an old Mercedes toddling along apparently without a care in the world...

This was the first time I've ever used a space saver replacement wheel and I have to say I was mildly astonished just how smooth and stable the car was at the tyre-imposed speed limit which made for a very relaxing, if quantifiably slower, journey to my office and only required a little more thought when braking, cornering and when turning at junctions as two tonnes of Mercedes can no doubt apply quite a load to the front wheels in these circumstances.

As luck would have it, at this time I was contemplating replacing the tyres as they were close to the wear indicators, and I stopped off at the Quickfit depot just around the corner from my office and

had a nice new set of quality tyres fitted for my return journey that afternoon. Phew, what a morning; breaking down followed by open-wallet surgery.

So, the remainder of my final working week before Christmas passed by without drama and then it was three wonderful weeks off work, giving Lynnette and I plenty of preparation time for the festive period as we were hosting both Christmas Day and Boxing Day again, and realising our plans for some festive related days out leading into the prime days themselves, brilliant!

Probably would have been too, had I not gone down with swamp fever or whatever it was doing the rounds at the end of last year and which had me out of action for the first week of my holiday...

Although I was recovered enough by Christmas week that we didn't have to consider cancelling the arrangements (I wouldn't have done anyway, the house is large enough for me to have isolated when we had visitors), the real kicker was that I lost all my sense of taste for the festive period – roast turkey and roast beef on Christmas day with all the trimmings, together with some lovely puddings created by Lynnette, and cold roast meats on Boxing day with charcuterie, freshly cooked salmon and spiced chicken, baked potatoes, finger food, wonderful pickles and chutneys etc, not to mention enough alcohol to refloat the Titanic, I didn't taste a single item.

Here's looking forward to a better 2025.

Chris Dymock



Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website's sign-in and registration interface. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The club's logo and name 'Bristol Motor Club' are prominently displayed, with the tagline 'Promoting club motorsport since 1911'. Below this, the heading 'Sign in to Bristol Motor Club' is followed by two input fields: 'Username' and 'Password'. The 'Username' field includes a prompt 'You must enter a username' and a link 'Forgotten your username/password?'. The 'Password' field includes a prompt 'You must enter a password' and a link 'Have a password reset token?'. A blue 'Sign In' button is positioned below the password field, with a link 'Problems logging on?' next to it. A note states 'Note by signing in, you agree to our Terms & Conditions.' To the right of the sign-in fields, there is a section titled 'Not a member yet?' with the text '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.' and a green 'Register here' button. At the bottom of the page, there is a small copyright notice: 'Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software For Clubs - Management Version 5.12.15.1477-201 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?	<i>(Delete as appropriate)</i>		YES / NO
Full Membership			£25.00
Associate Membership (Live as same address as Full Member)			£10.00
Junior Member (U18)			FREE
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).

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 benefits.

Sharing your information

We may share your information with Motorsport UK (MSUK) as required by its General Regulations for governing motor sport, with other MSUK Registered Clubs, with medical personnel, or any other person or organisation, if we have to comply with a legal or contractual obligation. We may also share your information with service providers.

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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Mechanic*

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and Tuning of
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Adrian@ClassicCarMaintenance.co.uk

2025 Calendar



Recognised Club



Date	Event	MX5s	Bristol Speed
Friday 24 January	Winter NavScatter (BMC)		
Sunday 23 March	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 13 April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 26 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 6 May	AGM & Hot Buffet (BMC)		
Sunday 8 June	Prescott (Bugatti Owners Club)	Yes	
Sunday 6 July	Gurston Down (BARC)	Yes	
Sunday 13 July	Aston Down AutoSOLO (EMCOS)	Yes	
Saturday 26 July	Dick Mayo Sprint (BMC)	Yes	Yes
Saturday 27 July	Classic&Performance Parade(BMC)		
Tuesday 5 August	Summer BBQ (BMC)		
Sunday 10 August	Chivenor Sprint	Yes	
Saturday 16 August	Llandow Sprint (BMC)	Yes	Yes
Saturday 6 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Kemble AutoSOLO (Devices)	Yes	
Saturday 18 October	Great Western Sprint (BMC)	Yes	Yes
Friday 24 October	Autumn NavScatter (BMC)		
Sunday 9 November	Fedden Sporting Car Trial (BMC)		
Sunday 30 November	Allen Classic Trial (BMC)		
Tuesday 2 December	General Meeting & Buffet (BMC)		