

# Driving Mirror



Castle Combe AutoSolo  
Photo by Scott Boulton: [www.jackflashphotography.co.uk](http://www.jackflashphotography.co.uk)

March 2012

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## Llandow Sprint: 5th May 2012

Regs are now on the website for the Llandow Sprint. Over two miles around 1.75 laps of the South Wales circuit. Camping overnight if you need it.

<http://www.bristolmc.org.uk/EventRegs/llanregs.htm>



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# STARTLINE

Allen Harris

Whilst the media was in a frenzy about the Oscars ceremony in LA, the same day we were in our own little bubble setting up for our Awards Lunch. I'll admit that it's not perhaps on quite the same scale: there were no paparazzi fighting for a glimpse of our awards winners, nor was there much press speculation about who might have won what - most of that was published in advance on our own website. But in our own little way, it is the highlight of our year. I mean, what is competition about if it's not about winning? Our members spend a lot of time and money preparing their cars; they spend, in some cases, years honing their driving skills, and their reward is the prospect of collecting an engraved medal or glass goblet, or a piece of historic Bristol MC silverware, with their name inscribed alongside notables of the past. But above all, it's receiving a trophy in the presence of your peers, to the sound of the applause of fellow members who share your aspirations and who know what goes into getting FTD at a sprint or hillclimb, an outright win on a trial, or a class win at, well, anything. Being acclaimed the Best Bristol Motor Club member at an event open to the whole country is an accolade to be very proud of, and with it comes the opportunity to walk away with one of the iconic models steeped in years of the club's history.

And now, ever since Dave Greenslade came up with the present Sunday lunch format, it's an occasion that's more welcoming to members' families. Carvery lunch, with all the trimmings, a large room to ourselves, big round 10-seater tables so large groups can lunch together, and an emerging tradition that we start (and end) with some short movies -

novelty submissions, and clips of the previous year's action. So what's not to like?

The puzzling thing is that fewer people turned up this year than last. OK, we ran fewer events, and obviously fewer events equals fewer awards. But somehow that's missing the point: this is first and foremost a social event. I don't mean to bang on about it, but it's an occasion where families, all generations of them, can enjoy lunch together, in a congenial, informal environment, watch some movies, in which they themselves might be making cameo appearances, and then for half-an-hour or so pay tribute to those who have earned awards, and share their pride and pleasure.

Ask any of those who were there and I think they will tell you that it was a good outing, it was fun, enjoyed by their children and their grandparents alike. But Dave and I would like to hear from those who were not there, because if we've got it wrong and it doesn't appeal to you, we'd like to know and to have the opportunity to change that.

February was one of the busiest I can remember. There was never more than seven days between events, from marshalling on the Cotswold Clouds, to the SpacePlanes talk at Club Night, then the NavScatter the same week. I've already mentioned the Awards Lunch, but before that was the first of our two annual AutoSolos.

As I mentioned last month there was no shortage of competitors and on the day it did indeed run with a full entry. Unfortunately the event was memorable for the atrocious weather conditions. The micro-climate that is Castle Combe brought near horizontal rain, sweeping across the paddock in bucketfuls, with

a stiff and very cold wind adding to the mix. But were the competitors downhearted? No, of course not! The thing about AutoSolo is that drivers become marshals and marshals become drivers, so everyone experiences the pleasure and the pain in equal measure.

The heroes of the day though were the timekeepers, who kept the event running without complaint (well almost!) in spite of there being no respite in the form of a drive round the sodden course. In an inspired, perhaps prescient, move, Angie had boosted the number of timekeepers, adding Mark Chater and Martin Clemow to the regulars Claire Tooth and Nick Rainbow, so they were at least able to take it in turns to warm up and dry off in the Tavern between stints.

For the first time, the event was a round of two National-B status championships, the Cotswold Group's and the new GBS KitSpares BTRDA championship. The event therefore ran under dual-permit so that club members who are not contesting either championship could still take part without the need for a licence. The entry was split roughly 50:50 between National-B and Clubmans, and to keep it fair the classes were split between the two statuses, making a total of eight classes. This resulted in

class sizes varying between 1 and 14, and some curious anomalies in terms of awards and championship points.

I expect better brains than mine will be at work to find an equitable solution to this situation. But there is one thing I am certain of: we have to ensure that AutoSolo continues its appeal as an entry-level discipline. Over the past ten years, it has benefited the club by attracting new members, for whom it is an affordable way of getting into competitive motor sport. AutoSolo has also been responsible for retaining members who, faced with the increasing cost of speed events, turn to AutoSolo for their motor sport pleasure. The intensified competition provided by the championships brings in paying competitors, the life blood that keeps events alive. But there remains a solid body of club members who are equally happy to pay to get out on a nice bit of tarmac with a bunch of like-minded friends and just have organised fun in their cars. We must be careful that we do nothing to discourage them.



## 1st Take

the sight and sound of history

This month we are collaborating with 1st-Take of Yate to bring you their catalogue of Historic, Aviation, War and Transport DVDs. Several years ago 1st Take produced the video **Bristol Motor Sport**, with input from Chris Bigwood and Phil Rumney, which featured a lot of our archive film. More recently their cameras were at Dyrham Park to record our **Spirit of the 60s** event for DVD. But if you browse the pages of the catalogue you will also find a range of historic and nostalgic DVDs on a whole host of topics - something for everyone, especially if you have an interest in Bristol and its past.

The **Spirit Of The 60s** DVD is available to members at the special discount price of £10, including P&P. Cash, cheque or Reward Vouchers all accepted. Contact Allen Harris for more details : [allen@harris-bristol.com](mailto:allen@harris-bristol.com)

# Winter NavScatter

Earlier in the week the weathermen had been forecasting snow for the Friday night, but thankfully that didn't materialise. The temperature was sub zero though as Dave and I arrived to join a small band of club members gathered in a side road near Cribbs Causeway. A different start location for this year's Winter NavScatter put us to the north west of Bristol hemmed in by the rivers Severn and Avon and by the city itself, so we all knew as we nattered in the cold that this would be a slightly different event to previous ones.



As the official clock struck 19:45, Allen handed out the route cards and the six teams headed to their cars for the serious business of plotting the points. All that is needed here is an OS map and a romer. It is possible to make a romer using some card and a scale rule, if you find on the afternoon of the event that you haven't got one. Although this was a novice event there were still a couple of the harder type B clues that we couldn't work out, still you don't have to plot every point and there isn't time to get to them all anyway.

We were the last to go, but with most the points plotted and some sort of plan to get to most of the higher value type B points that we had managed to plot things were

looking good. We pulled up outside the now closed village store in Easter Compton. No, not for snacks, we needed their phone number to answer one of the questions! There were other competitors also running round with torches looking for the number.

The plotted points took us on a roughly circular route around Thornbury, staying to the minor roads though, where there are all manner of small signs that you wouldn't notice unless you were really looking. I don't know what the locals think when cars keep drawing up, the occupants getting out with torches and shouting out some random information from a sign or notice. We had a very funny look from somebody in Elberton as we clearly weren't the first ones to stop at the phone box outside his house to write down the phone number but not make a call.

The finish was at 22:00 at the Plough Inn in Pilning, a surprisingly lively pub for somewhere in the middle of nowhere. A wonderful place for a well deserved drink and an exchange of stories with fellow competitors, while our organisers marked the answer sheets and totted up the scores.

Many thanks to Nick Rainbow and Allen Harris for organising such an enjoyable evenings motorsport.

*Ady Taylor*

## Upcoming Club Nights

**3rd April**

The annual General Knowledge quiz.

**1st May**

General Meeting & club night.

**12th June**

Not the usual first Tuesday!

# BRISTOL MOTOR CLUB FAMILY SPORTS CAR DAY CASTLE COMBE SUNDAY 24 JUNE

SATURDAY Sprint + Hog Roast + Live Music + Camping

SUNDAY FAMILY ATTRACTIONS

Static and moving displays, on-track & off

celebrating 50 years of - the AC Cobra

- the Triumph Spitfire

- the Ford [Lotus] Cortina

- Bring your sports car and drive the family round the circuit
- Or bring your bikes and cycle round the race track with them!

## ***BRISTOL MC WINTER NAV SCATTER ~ 10 February 2012***

<i>No</i>	<i>Driver</i>	<i>Navigator</i>	<i>RCs Visited</i>		<i>Penalties</i>	<i>Total</i>	<i>Placing</i>
			<i>Type A</i>	<i>Type B</i>			
4	Dean Hogarth	Matt Claydon	15	6	-24	246	1
5	Dave Greenslade	Ady Taylor	17	4	-8	242	2
2	Reg Salway	Ian Hawthorne	11	6	-8	222	3
3	Alan Spencer	Chris Thompson	10	1	-2	118	4
6	Tom Pygott	Rachel Knott	3	4	-8	102	5
1	Dan Williams	Phil Williams	11	0	-36	74	6

# **Volunteer with Revolutions if you**

**Believe in children**



**Barnardo's**  
South West

**Volunteers with mechanical  
experience needed to help  
vulnerable young people  
achieve their potential**

**No formal qualifications needed**

All we ask is that you have mechanical experience and are keen to support young people to gain vocational skills, experience and qualifications.





For more information or to apply for the relevant area, please contact:

**B&NES and Gloucestershire** - *Steve Crump*  
steve.crump@barnardos.org.uk or 07799 415488

**Salisbury (Wilts)** - *Yvonne Claridge*  
yvonne.claridge@barnardos.org.uk or 07917 053 857

**Somerset** - *Daniel Matthews*  
daniel.matthews@barnardos.org.uk or 07795 520418

<http://www.barnardos.org.uk/revolutions>

# CMSG AutoSolo Championship

The new season started on the 18th February with BMC kicking off proceedings at Castle Combe. The 'Teg has been replaced with a new steed this year codenamed *Flying Hairdryer*. More of the new car in a full report in a future edition.

The new CMSG / National Championship format means we have the usual four classes but this time split between the Club and Championship runners making eight in all. This allows our usual club competitors who don't have a competition licence (and are not championship contenders) to compete together for awards separate from the more seasoned campaigners.



Rain greeted us in the morning with the wind having a cold bite to it, but everyone was in a great mood ready to go after the winter break. After the usual formalities the event started. We all struggled as the paddock was really slippery, also two distinct surfaces with different grip levels caught some people out.

After the first runs Oxford MC's Kevin Belcher took advantage of the 4WD in his Impreza to lead overall. The top six were only covered by a couple of seconds from

different classes, showing what a leveller this discipline is. The second runs were a reverse of the first, as I got to grips with the *Flying Hairdryer* I found some speed and jumped up to 4th overall.

The weather gods up at Combe then decided we were having too much fun, and just as lunch finished, horizontal rain rushed in along with the biting wind made conditions pretty rough. Full credit to our team and especially the timekeepers who somehow managed to keep running at normal pace. I was marshalling at the time with a broly and still managed to be soaked through...well done all! Unfortunately, the weather got too much for some and a few competitors went for an early bath...

Amazingly, after the downpour the sun came out and we ended in bright sunshine, although the track stayed wet all day. This kept the results pretty much as at lunch, Kev won FTD but we had some great class wins for BMC members; Ben Griffin, Pete Dickinson, Mervyn Walters, Alan Foster and me. I ended up 4th overall in my first event with a new car and with smiles all round everyone went home happy.

Two weeks later and it's back at Combe for the Devizes MC event. I wake up and see dark clouds and rain greeting me on the drive up. This time I have Jeff 'Ginger Stig' Benstock with me driving the FH for the first time, so after signing on we walk the course and discuss techniques. Jeff is first up and with the usual ice rink grip level he peddles round smoothly getting a feel for the car. I'm rather more sideways and after the first round we were feeling pretty happy.

Roll on to round two and Jeff runs

The deadline for submissions for the next issue of *Driving Mirror* is  
**13th April 2012**

## Llys Y Fran Hillclimb

Sunday 6th May & Sunday 15th July

Regs & Entry forms on-line.

Entry fee: £95. Drivers who enter early get £5 Discount

[www.swanmoco.co.uk](http://www.swanmoco.co.uk)

before me again, we hand over after my marshalling stint and I get ready to go, by now the sky has cleared and we now have a fully dry track. I'm surprised that the car feels quite loose but as this is my first ever dry run in this car I pedal round and set a good time. As I get my time card several people tell me my N/S/R tyre is completely flat! We had picked up a screw at some point. After checking my camera Jeff had taken a picture just off the start showing the tyre pretty flat so we think the tyre rolled off the rim near the end of my run letting the rest of the air out. I was concentrating so much I didn't notice! Luckily, all was OK and we sorted it for the rest of the day.

We checked the scores at lunch and with Kevin Belcher out in front I was happy to see I was 2nd overall but only 0.1 sec ahead of Oxford MC's Hadyn Marks. Jeff was improving all the time and now faster than a Caterham that had been five seconds faster in the first round!

Round three and my immediate competition was Hadyn, so as we ran in

sunshine on an Allen Harris designed course, Haydn had posted a 50.8 and 50.9 in the first batch, I get ready and posted times of ... 50.8 and 50.9! So going into the last test we were still only 0.1 seconds apart. Unfortunately, during the last batch Andrew Bisping's differential decided it wanted to see the sunshine and punched a big hole in the side of his gearbox. Full credit to the DDMC organisers who very swiftly adjusted the course to avoid the oil slick away from the racing line.

The final test got underway and Haydn went before me again and set good times. Jeff had settled in and was also going well only a couple of seconds behind me. So with the benchmark set, I rattled off two good tests which were good enough to beat Haydn by 0.5. My final run was a bit ragged and I finished in the stop box sideways! So I'd managed to finish 2nd overall, Jeff was 10th overall only 1.2 seconds behind the Caterham to be 3rd in class, it was just the first set of runs that cost him the time and a pot but a good result first time out. Well done mate!

Peter Dickinson had a brilliant result too, 4th overall and a class win in the Benstock Impreza, helped by the replacement of the 'Indonesian Ditchhuggers' the car had been previously running! Well done Pete!

Hopefully the rest of the season will continue this way. I'll keep you posted on our efforts...

*Dave Greenslade*

## YouTube Channel & Twitter Feed

The club now has its own YouTube channel and Twitter feed. Watch our first short films and Tweet us your comments. Follow us for the latest news.

@BristolMC

[www.youtube.com/bristolmotorclub](http://www.youtube.com/bristolmotorclub)



# What's On?

DATE	EVENT	CHAMPIONSHIPS/VENUE
<b>24 March</b>	<b>Great Western Sprint, Castle Combe</b>	<b>BSC/ASWMC/BMC Speed</b>
<b>03 April</b>	<b>Club Night - General Knowledge Quiz</b>	<b>Colstons Pavilion</b>
<b>01 May</b>	<b>General Meeting &amp; Club Night</b>	<b>Colstons Pavilion</b>
05 May	Llandow Sprint	Welsh Counties
06 May	Llys-y-Fran Hillclimb	Welsh Counties
27 May	Chivenor Sprint	ASWMC
<b>12 June</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>23 June</b>	<b>Dick Mayo Castle Combe Sprint</b>	<b>BMC Speed / ASWMC</b>
<b>24 June</b>	<b>Bristol MC Family Clubs Day</b>	<b>Castle Combe Circuit</b>
<b>03 July</b>	<b>The "Short-Shift" Motoring Quiz</b>	<b>Colstons Pavilion</b>
<b>07 August</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
11 August	Bristol Pegasus Track Day	Castle Combe
<b>11 August</b>	<b>Castle Combe AutoSolo</b>	<b>CMSGCC/BTRDA</b>
<b>01 September</b>	<b>5 Clubs Hillclimb, Wiscombe</b>	<b>BMC Speed</b>
<b>02 September</b>	<b>5 Clubs Hillclimb, Wiscombe</b>	<b>BMC Speed</b>
<b>04 September</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
September	MGCC Hillclimb	Wiscombe
<b>02 October</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>07 October</b>	<b>Spirit of the 60s</b>	<b>Dyrham Park</b>
<b>20 October</b>	<b>Supercar Saturday Charity AutoSolo</b>	<b>Castle Combe paddock</b>
<b>26 October</b>	<b>BMC NavScatter</b>	<b>TBC</b>
27 October	Pegasus Sprint	Castle Combe
<b>06 November</b>	<b>Club Night - Motorsport Quiz</b>	<b>Colstons Pavilion</b>
<b>11 November</b>	<b>Roy Fedden Sporting Trial</b>	<b>TBC</b>
<b>November</b>	<b>Karting Endurance Challenge</b>	<b>Teamsport, Avonmouth</b>
November	Bristol Pegasus MC Navigational Scatter	TBC
<b>25 November</b>	<b>Allen Classic Trial</b>	<b>ASWMC</b>
<b>04 December</b>	<b>EGM and Christmas Buffet</b>	<b>Colstons Pavilion</b>
December	BPMC NavX	TBC

# BRISTOL MOTOR CLUB



## 2012 SUBSCRIPTION RENEWAL

Full Member	Name	
	Email	
Associate Member	Name	
	Email	
Membership Number (from full member's previous card)		
Main phone	Alternative	
Is the address on your magazine envelope correct?	YES	NO
If not, please enter correct address		
Postcode		
Do you wish to continue to receive <i>Driving Mirror</i> by post?	YES	NO
Full life membership	(Tick boxes that apply)	£160.00
Full annual membership		£16.00
Associate (joint) annual membership		£8.00
Plastic windscreen badge		£1.25
<b>TOTAL</b>	<i>Cash, or cheque payable to Bristol Motor Club</i>	£
	<i>BMC Reward Vouchers, value £5 each</i>	
Signed	Date	

Please send the completed form with your payment to Mrs Jill Hemmings  
Riverwood Lodge, Moorend, Hambrook, BRISTOL BS16 1SP Tel: 0117 956 6045

DATA PROTECTION Information on this form will be stored on computer for the purposes of maintaining the register of members and to produce mailing lists for club publications and event regulations only. The information will not be passed to any third parties.

FOR CLUB USE	Date received	Membership Register No(s).
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# MEMBERSHIP RENEWAL

## CATEGORIES OF MEMBERSHIP

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

## DURATION OF MEMBERSHIP

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

After you've been a member for at least a year, you may apply for Life Membership for a one-off fee of £160.

## CLUB MAGAZINE

Driving Mirror is published promptly on the club website; please respond on the form Yes/No if you wish to continue to receive a printed copy in the post.

## ONLINE RENEWAL

You may of course continue to renew your membership by sending a cheque in the post, but this year we've introduced a 2-step system for online renewal. **You can now use your Reward Vouchers** online, but to make this possible, payment can **only** be made directly by BACS transfer; this also avoids the charges that had to be added when using PayPal. Simply log on to the club website, click **Join Us!** and follow the link to the self-explanatory renewal form. To use Reward Vouchers, please enter their 4-digit serial numbers in the box provided. Calculate the balance due and go to step 2, which is to make payment using your personal online banking service. The Club's Membership account details are shown on the website, and when asked to give a reference, please give your POSTCODE AND SURNAME.

It may seem cumbersome, but it's still easier than writing a cheque and posting it with a form, and there is absolutely **no additional cost**. If you do not use Online Banking then I'm sorry, you'll have to revert to the traditional method.

If you need to update your address or phone details then please send a separate email showing the changes to [membership@bristolmc.org.uk](mailto:membership@bristolmc.org.uk).

If you encounter any problems or have any questions please email [webmaster@bristolmc.org.uk](mailto:webmaster@bristolmc.org.uk).

ONCE AGAIN, THE BRISTOL MOTOR CLUB IS PLEASED TO  
ANNOUNCE THE RUNNING OF



SATURDAY 24th MARCH 2012, CASTLE COMBE CIRCUIT

The inaugural event of the 2012 sprint season at Castle Combe. As before, the event will be a round of the British Sprint Championship. It offers a single practice session per competitor of  $2\frac{3}{4}$  laps, and two timed runs of  $1\frac{3}{4}$  laps each. The start is in the pit lane exit: the finish at Westway second time round.

This format has proved very popular with competitors, but the key element for its success is a committed and enthusiastic team of **marshals**. We are therefore appealing to all those with an interest in sprint marshalling to **offer their services** again to ensure the continued success of the Great Western Sprint, which has now become a regular fixture in the Castle Combe calendar.

Life for marshals at the circuit is a lot more comfortable now that the **posts are covered** to give protection against poor (and good) weather. In addition, every marshal gets a voucher exchangeable for a **free lunch** in The Tavern, and there will be **prizes to be won** in the traditional marshals' draw. Bristol Motor Club members subsequently also receive a **£5 Reward Voucher**, which can be used towards subscription payments, event entry fees or branded clothing.

We have already received offers from club members and other marshals volunteering to help make this event work, but we are still short of the number needed to ensure that the event will run safely, so –

**IF YOU WOULD LIKE TO BE A MEMBER OF THE  
MARSHALLING TEAM FOR THIS EVENT, PLEASE CONTACT  
CHIEF MARSHAL MARK BENSTOCK NOW,**

by email: [benstock.mark@yahoo.co.uk](mailto:benstock.mark@yahoo.co.uk),  
or by phone: mobile 07891 160891, home 01454 311712

# The VW Golf is a Cool Car Again

Once upon a time the VW Golf was a cool car and recently that has become the case again. Some forty years ago when Ford, Vauxhall and many others, including BMW, were making cars with a boot, front mounted engine and rear wheel drive, VW broke the mainstream mould and began production with what is still regarded today as one of the coolest motor vehicles ever. The VW Golf, a family sized front wheel drive hatchback that in GTI form was rip-roaring quick and in all forms extremely flexible in what it could carry with the rear seats up or down. Mark the start of a brand new era with VW having a head start and most definitely wearing the crown as king of car cool.



This continued from the mid 70's right into the 80's with the introduction of the slightly bigger MKII, which included the more powerful DOHC 16V GTI, whilst all cars in the range still remained true to the original design ethos. Everything was looking very good for VW before unwanted competition arrived in the form of: Ford's XR3i, Peugeot's 205 GTI, Renault's 5 Turbo and Vauxhall's Astra GTE, all passing the crown between

them whilst making things feel more than a little uncomfortable. There was the rally inspired supercharged G60 to combat the onslaught, but they were so rare in the UK that only enthusiasts were aware of their very existence. What was needed was a solid step forwards just to keep up and sadly for VW that wasn't quite what happened with the introduction of the MKIII Golf in 1991.

Even with a new 16V DOHC 2.0 litre engine in the GTI and the option of a mighty 2.8 litre VR6, the Golf was gradually being pushed down the pecking order, being outclassed at the top end by its closest siblings, the booted Vento VR6 and trendy 2+2 Corrado. The king of cool was cool no more, a situation VW tried to recover 6 years hence with the MKIV bringing with it the blown and brilliant 1.8 litre 20v turbo motor and pumped up 3.2 litre R32 boasting a 'syncro' branded 4 wheel drive system. The latter fast and classy, although extremely thirsty and no match on the road for the latest four wheel drive rally inspired road cars from Subaru and Mitsubishi.

To make matters worse Audi launched their popular and premium branded A3 hatchback at the same time. VW were now well and truly out and Audi well and truly in. Add historical Quattro rally success into the equation and although coolness is a difficult thing to define and a lot harder to produce, back then Audi had it in spades and VW not at all. The A3's cool demeanour also carried it past criticisms regarding a shortage of space in the back and boot area and so to add insult to injury it wasn't even flawless. It was a step up from the crowd though and this was only strengthened by the sporty S3 model.

In the late 90's VW's Golf was still no closer to reclaiming its crown and with cars heavier than before the basic 2.0 litre GTI returned unimpressive 12 second 0-60 times.





This was a disaster, not only was the GTI not cool anymore, it was also plain slow. VW reacted and in chasing fleet sales tried to emulate mainstream rep-mobiles with a premium Golf product using its GTI badge as bait for its new diesel powered range. Sad times indeed and all whilst Audi continued to bask itself in glory by harking back to its rally success, with a succession of four wheel drive cars right across the range topped off with the launch of the ice cool TT.

VW needed a boost and it had to get its Golf model back on track and finally in 2003 it did just that with the launch of the MKV. VW was back and so was the GTI, with power now more than a match for the size of the car, performance was once again strong combined with sharper handling and retro styling cues that went straight back to the glory days of the MKI and MKII; tartan interiors and golf ball shaped gear knobs. What happened next though is so subtle it

may have escaped your attention being largely masked by the launch of the third generation Scirocco in 2008.

Because in 2009 VW gave us the Golf MKVI, which although only really a facelift of the previous model has definitely won the crown back with smaller and better presented front light clusters on a perfectly proportioned family car that once again provides the right balance of masculinity and femininity that defines cool. Compare that with the large box that is the current Audi A3, the loss of favour of the rice rockets from the Far East, the new Scirocco's slightly awkward rear proportions, BMW's obsession with size, a string of hot hatches that simply (ahem!) shout too loudly about their capabilities and it underlines a true return to form. Congratulations VW, we were always happiest when the Golf wore the crown.

*Matt Nichols*

“Here he is, then!” Adam couldn’t contain his smile at the greeting as he walked toward the familiar group assembled at the bar; Tim, Gary, ‘Launch Control’ Lauren, ‘Drifter’ Dave, Steve, Lucy - the usual crowd; you could place a dead cert wager on this lot gathering at the watering hole every club night, he thought.

“Evening all, what’s the news?” responded Adam, reaching the group at the bar and also noting the larger than usual number of Bristol Motor Club members gathered for the long overdue special event that his friend and fellow club member, Mike, had been promising for a while.

“Tim’s been telling us about those new Sony UCM ultra-conductive motors he’s just had fitted to his Kia” replied Dave, referring to the latest ‘must have’ in electric motor technology and Tim’s already fearsomely capable Kia M’assetta GT.

“Well done that man” said Adam enthusiastically, looking at Tim and adding “So, come on, were they worth it”? “Bloody amazing” replied a grinning Tim, “I was just saying, if anything, I reckon the 30% increase in torque they advertise is being a bit conservative!”

“Christ, it’s not as if the Massie’s lacking in grunt to start with!” chipped in Lauren, using the well known nickname for what was probably the fastest, most dynamic

car available at a reasonable price, this side of a supercar.

Adam caught the bartender’s attention. “Pint of ‘Drivers’ please Sandy” and looking around the group, “anybody want a top up?” “No thanks we’re okay, I’ve just got a round in” said Gary, adding with a wry smile “get here early enough some day and you might actually get a free beer from me!”

“Not much chance of that happening” came the enigmatic reply from Adam as he took a long drink from the foaming glass of beer. “Ahh that’s better, thank God for nanotech, you really wouldn’t know this is alcohol free” he observed, referring to the use of microscopic robots used to remove the alcohol without altering the flavour in Kingfisher ‘Kool’, produced by the nation’s largest brewer and universally known as ‘Drivers’. “Don’t sit there like a fool; drink Kingfisher Kool!” chorused three or four of the group, repeating the brewery’s current advertising slogan that highlighted the fact your car wouldn’t move a millimetre if it detected alcohol or drugs!

“Uhhh, you did intend paying for that? Quizzed Lucy as she waited for Adam to action an auto payment via his wrist pad. “Already done.” he said with a knowing look about him as he scrutinized the group. Immediately picking up on the implication, the inevitable comment came from Steve. “F\*\*k,

## Driving Mirror on iTunes

Can’t wait for the next issue of Driving Mirror? You can get it a week early by downloading it to your phone, tablet PC or computer through iTunes or from the Bristol Motor Club Podcast:  
<http://bristolmc.podbean.com>



you've gone and had a CCB done, haven't you?" he said, with a look somewhere between shock and incredulity on his face. "Got it in one!" smiled Adam, adding "I did think about getting a set of those UCM motors and a fuel cell upgrade for my Hyundai, but it's a bit of a waste of money as it's a chunky monkey at nearly a tonne in weight, so I decided on the Bioplant after I found that I could get it cheap with a special offer through my medical insurance".

(CCB. CompCom Bioplant - an individual's personal computer/communicator, half the size of a 2012 mobile phone SIM card and a thousand times more powerful than the best home PC of the same age. Implanted in the skull, powered by the brain's natural electrical capacity, thought controlled and wireless linked to both the optic nerve and the auditory canal for complete visual messaging via the Meganet. Perfected by Europe's largest provider of medical and electronic services, Virgin MediTech, a couple of years earlier and take up by the public accelerated as the costs tumbled).

"Who's had a CCB?" questioned John, one of two recently arrived younger members of the club, as his brother, Tom, made his way to the bar; both of them waiting for the usual humorous comment regarding the summation of their names.

It was Dave who responded first, "Evening John, Thomas" he said, with a straight face and a mock deferential nod, "Adam's gone and had his head drilled".

"Awesome" said John, adding "apparently they're working on an enhanced CCB system that will use real time micro-fibre cameras and 'phones that will effectively cure blindness and deafness". Tom returned from the bar at that moment with a couple of pints of 'Drivers' and just had time to ask, "what time is Mike expected?" when an ear assaulting, rumbling, roaring noise from outside made any response unnecessary.

Adam led the bar regulars from the clubhouse into the glorious summer's evening

followed by the rest of the assembled BMC members and just caught a movement at the far end of the car park.

Walking toward Mike who was visible in the distance, Adam found himself the font-of-all-knowledge for John and Tom. "So how old is this car, again?" asked Tom, "it was originally built in 1992 which makes it 120 years old" replied Adam, doing the maths for the young man and continuing, "Mike was hoping to have it finished for the club's Bi-Centenary event at Castle Combe last year but it's taken 'till now to get it inspected, certified and registered by DVLA. Mike reckons they didn't have a clue what they were looking at with such old technology and got the very real feeling that they didn't want it on the road; it's been quite a battle for the bloke!"



"I heard there were quite a few really old cars at Combe last year" said John, adding "but we weren't club members then and didn't get a chance to see them".

"Well, Mike's is a bit special as it's actually running and road registered, whereas most of the cars at the Bi-Centenary last year arrived on the back of a trailer and only one or two of them were runners, which is what makes it so special" illuminated Adam, somewhat relieved as they reached an obviously adrenalin buzzed and very happy Mike.

"Hello matey!" greeted a grinning Mike as Adam arrived with the group. "Never thought we would see the day!" replied

Adam as they shook hands, looking at the ancient vehicle in front of him and adding, "Bloody wonderful, I've only ever seen it in bits and pieces before, but this is way better than I thought it would be!" "Cheeky bas\*\*d, but thanks anyway!" said Mike as the rapidly assembling throng started the anticipated barrage of questions.

"It's called a TVR Chimaera". "No, it's actually something called glassfibre, a bit like an early version of the carbon fibre tech used today". "The body actually bolts to a steel spaceframe chassis underneath which gives it its strength". The questions to Mike came thick and fast as every detail of the car was poured over by the milling crowd.

"Blimey, it's amazing to think that people actually used to drive things like this!" commented a young Tom to Adam as they looked at the beautifully restored car in front of them.

"What's the power rating of this thing?" queried his brother. "About 275 brake horsepower" replied Adam and seeing the quizzical look on the young man's face, added "that's a little over 200kw in today's money". "Oh, that's not very much, is it?" stated Tom, "even John's old Geely GX75 shopping trolley has 75kw motors in each hub and you wouldn't call that a sports car!"

"I heard that, Tom!" said John in mock offence and, looking at Adam "what's that stick thing in the middle, between the seats?" "It's the gear lever. Haven't you ever seen one?" "No, what's it for?" pressed John. Adam rolled his eyes, "back in the day, cars were fitted with gearboxes which had a number of gear ratios inside that had to be manually changed to make the most of the torque being produced by the engine so the car could accelerate" said Adam, by now feeling like he was some sort of old car oracle for the younger generation as Tom added to the interrogation, "so you just move the stick to the next setting then?" "Sort of; you first have to disengage the engine using something called a clutch by pushing and holding down a foot pedal. That lets you

move the stick to the next ratio up or down and then you re-engage the engine by letting the clutch pedal back out which sends the drive to the back wheels" replied Adam to the lads, who increasingly had a look about them that queried whether Adam was having a joke at their expense.

Mike then joined Adam. "There's pretty much zero tech in a car of this age" said Mike, continuing, "the only modern thing you would recognise is the PPK system (Pay Per Kilometre) that the authorities insisted I install. Other than that, there's no CompCom signal kit, personal safety cells, ATB (Automatic Torque Biasing), APAB (Automatic Pedestrian Avoidance Braking which used data from detecting passive personal data units implanted in every citizen and car mounted collision avoidance radar), nothing!"

"The thing I really miss though is the ATIS". (Automatic Traffic Integration System -controls all traffic functions within city zones to optimise traffic flow including stop, start, junctions etc without human input – hands off system which allowed for the elimination of traffic lights etc).

"You haven't got ATIS?" said a slightly startled John; with Tom adding, "how in hell do you get anywhere?" Mike elaborated. "You just have to keep totally aware because, as the driver, you're responsible for moving forward, braking and my favourite, pulling out of junctions; that's taken some getting used to, I can tell you! Anyway, back in a moment, some of the boys want me to fire it up".

Mike climbed aboard the Chimaera as a number of the crowd leaned forward and the majority took a step back as it barked into life! "What a noise, sounds like it wants to explode!" shouted Tom, with John adding "and the fumes - it's making my eyes water".

Mike switched off the car and rejoined the group, answering a question from somewhere in the crowd. "Runs on petrol - how polluting is that! I get it from the only government supplier in Bristol at 200 EC's a litre, and it uses a litre every six



kilometres!” (EC: currency - Euro Credit, commonly pronounced ‘ex’).

“Good God” said Dave, “thank heavens they invented NAMEC Hydrogen and fuel cells!” (NAMEC - Nanotech Assisted Microbial Electrolysis Cell – production of hydrogen from waste water at phenomenally low cost with an energy return in order of magnitude against energy consumed. Finally became the planet’s prime energy source mid-twenty first century).

“Don’t forget, there’s also no electric drive or energy regeneration from braking or solar cells; I even had to obtain a battery for it from the military as there’s obviously no electrocarbon nano-fibres in the body like a modern car which normally store the electrical energy” said Mike, adding, “It’s amazing to think that cars were like this for decades and that you would have tens of thousands of them stinking up the place in every city in great long queues at traffic lights

during the, uhm, ‘rush hours’ I think they called them in the bygone days when everybody travelled to their place of work at the same time, unlike the home working that we all do nowadays.”

“So let me get this right” said Dave, gesticulating with a motion like he was trying to dry his hands, “it runs on petrol, only drives the rear wheels with no other aids, you’re totally responsible for making it move - even in town - and there’s no tech in it to stop you ploughing into pedestrians, other cars or anything else, come to that, how did you get here at all?”

“Just had to concentrate like hell, which is incredibly tiring, believe me!” replied Mike, and looking at Adam, “it’s enough to drive a man to drink! Right, who’s buying me a pint of ‘Drivers?’”

*Chris Dymock*

# BMC MAJOR AWARDS 2011

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## Best performance by a Bristol member at:

The Great Western Sprint  
The Dick Mayo Sprint  
Wiscombe Five Clubs  
The Allen Trial

The Castle Combe Plate  
The Bristol 2-Litre Cup  
The Joe Fry Trophy  
Gilbert Best Trophy

Ben Perry  
Dave Greenslade  
Simon Clemow  
Jonathan Toulmin  
Paul Parker  
Hugh Trotman

The Pegasus Sprint

The Catherine Hicks Cup

## Outright Winners

Great Western Sprint FTD  
Dick Mayo Sprint FTD  
The Fedden Trial

The Hastings Trophy  
The Dick Mayo Trophy  
The Roy Fedden Trophy  
The Alexander Duckham Trophy  
Bouncer's Trophy

Stewart Robb  
Terry Graves  
Calvin Kneebone  
Julian Fack  
Phil Brooking

The Allen Trial

1st Overall

Best Navigator

All-Rounders Champion

Runner-up

Speed Champion 2011

Best Journalism Award 2011

Marshal of the Year 2011

Clubman of the Year 2011

The Allen Trophy

Bob Wood Trophy

Chappell Cup

2000cc Cup

Simon Hemmings Trophy

Barton Motors Cup

The James Trophy

The Wynns Shield

Dean Partington

Liam Rafferty

Mark Tooth

Claire Tooth

Hugh Trotman

Trevor McMaster

Claire Tooth

Chris Dymock

## Easter Banger Run

Thursday 5th April - Sunday 8th April

The plan is to take in the 3 highest points by public road in England, Scotland and Wales. We will be fundraising for the Royal Air Forces Association Wings Appeal. The association provides welfare support and other assistance such as respite care homes mainly to former RAF servicemen and women who have found themselves in difficulty or due to ill health and old age etc.

The event is open to anyone in any sort of vehicle, of reasonably low value (up to £400 approx). They can be decorated in any way imaginable and should carry some form of advertising for the RAF Association. A prize for the "best dressed" banger!

**Steve Colhoun**, Vice Chairman

Torquay branch Royal Air Forces Association

Tel **07899 964241** or **01803 317660** (evenings)

# Social Natters

As Allen wrote in the first article of this magazine, Awards day was a fine day and enjoyed by all those who attended, of that I am sure. A few short films (now on our YouTube channel) were shown as we let our lunches settle in our stomachs and then we got down to the important business of applauding our friends who did so well last year. The day brought out 3 generations of several families, which is great to see.

April's club night is also the first quiz of the year, so make sure you join us then for

what is always a great evening. There's a couple more club nights before our family day on 24th June, but you can see the advert elsewhere in this issue for that.

Finally, the social survey is still running. Visit the website or scan the barcode below to complete the survey, which will tell us what events you want us to start organising.

*Dave, Rich & Andy*

## Upcoming Events

April 3	Quiz Night
May 1	Club Night
June 12	Club Night

## Assistance Required

Dick Mayo Weekend A sub-committee has been formed to plan this event in full. If you wish to be involved with the committee, then please get in touch with one of us (contact details on the cover).



## Social Committee

Dave Greenslade

Rich Marsh

Andy Laurence

## See The World's Fastest Car!

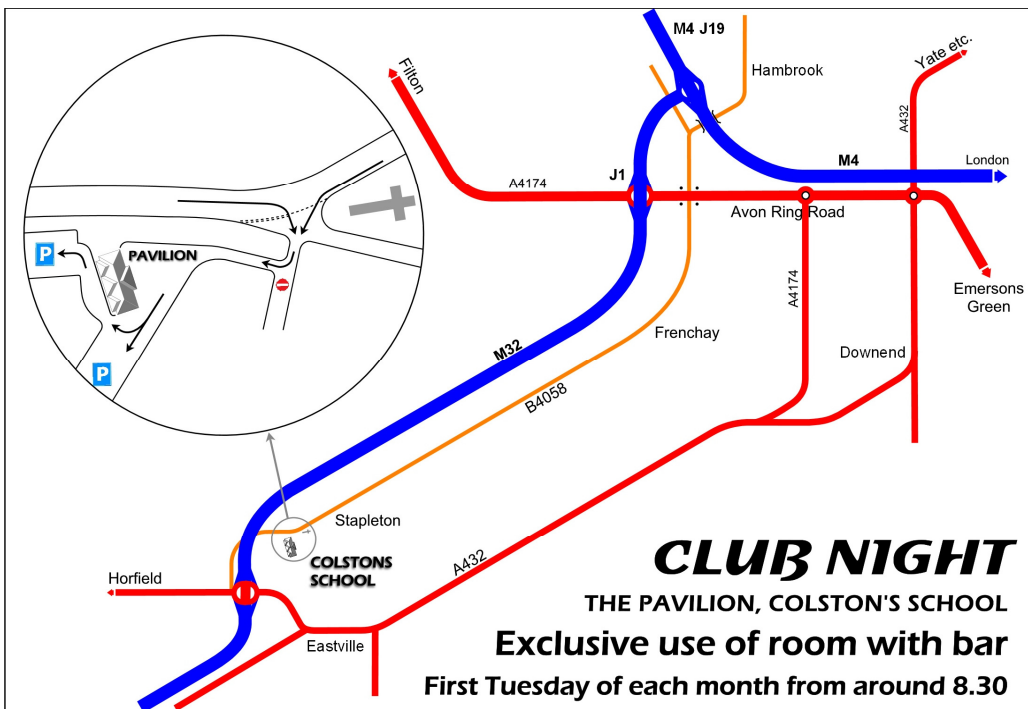
1000mph is the target and you can see the car and meet the team.

Our visit will encompass a **technical presentation** of the project to date, meet the team, a workshop visit, and a **simulator drive** (BMC record: 1033 mph, Matt Nichols).

**£30** per head, including **membership** of the Bloodhound SSC 1K Supporters Club **for the length of the project** and a chance to **win a trip** to see the car run in **South Africa**.



Contact Chris Dymock on 0117 939 4265 (evenings) or [estimating@intoheat.co.uk](mailto:estimating@intoheat.co.uk)



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Mark Chater	<a href="mailto:mark@chater.demon.co.uk">mark@chater.demon.co.uk</a>
Ady Taylor	<a href="mailto:ady_tayloruk@yahoo.com">ady_tayloruk@yahoo.com</a>