

# Driving Mirror



1911-2011



6  
Roland Uglow at the Fedden Trial  
Photo by Steve Kilvington  
sbkmotorsport.com

December 2011

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## What Are These Funny Barcodes?

This month, you will spot many of these funny graphics within these pages. What are they? They're QR codes, which are a bit like barcodes but can be scanned by the camera in your smart phone. Applications like Google Goggles scan them. When scanned, it will show you more information. This one takes you to Driving Mirror in iTunes.



# STARTLINE

Allen Harris

I like November! Maybe when I was a kid it was because of the fireworks parties; and it wasn't just the excitement of letting off bangers and rockets and jumping crackers, it was the hot sweet cocoa in an enamel mug at the end of it all! On the other hand, it might have something to do with the fact that my birthday falls in November, so there was a birthday cake to look forward to, replaced in later life by a curry or two with friends (as if an excuse was needed!).



**Fedden Winner, Calvin Kneebone**

But in more recent years, November has come to mean the Trials season: at the start of the month I spent a most excellent day at Dyrham Wood for the Fedden. Like the great majority of Bristol MC members, I have never competed in Sporting Trials, but thanks to Dave Harris and Tony Streeting, the club organises the Fedden Trial on Remembrance Sunday each year. It started life as a reliability trial in the mid-1930s, then morphed into the more specialised Sporting Trial format and has become a regular and popular fixture on the Sporting Trials calendar. Apart from the attraction of seeing the remarkable skill of the drivers and the technology used to make these skeletal cars climb impossible gradients, it is a marvellous December 2011

social occasion that attracts a lot of members with their families, all eager to marshal the event. It's almost like an end of year party for sprinters and hillclimbers, gathering over breakfast of bacon baps and tea in the low November sun.

At the end of a day's intense and good-spirited competition Tony Streeting declared - with some amazement - that there was only one point between each of the top 5 places overall! It was particularly heart-warming to hear the appreciative words of acceptance by Calvin Kneebone, winner of the Fedden Trophy: "Full marks to Bristol Motor Club for an excellent event, and a special thank you to the marshals, all of whom were absolutely spot on". So congratulations and thanks to all those who turned out to help keep this event alive in our calendar, but even more to Dave and Tony who put in a tremendous amount of sheer physical effort during the weeks leading up to the event, preparing the course and the paperwork, not to mention the post-event cleaning of the equipment and clearing up. The club has a lot to thank you for.

Amongst all the other members of his family always present at the Fedden was James Fack, who got a lift to the Bristol area with brother Julian to collect his latest classic car. It's always a pleasure to see him, but on this occasion he bore the sad news that Hugh Dunsterville, co-creator with David Fry of the legendary Freikaiserwagen, had died the day before, only a few weeks before his 97th birthday. I was privileged to meet Hugh a couple of years ago when I filmed a conversation with him about his youthful days as a member of the Bristol MC&LCC. I found him a charming, perceptive and entertaining man, with a cheeky smile and sparkling eyes that revealed a keen sense of humour, and I feel it a



great honour to have known him. I was sadly unable to attend the funeral, which was held near his home in Sutton Veny, Wiltshire on Saturday 26 November.

Much of what I've said about the Fedden also applies to The Allen Classic Road Trial, which rounds off our trials month every year. This is also a tour de force by the organising team which involves, as well as hard physical preparation of the landscape, a considerable amount of PR work and negotiation, lots of paperwork, and the recruitment of well over 100 marshals to make it all work. This is another event with a long history: the first running of the Allen Trial as we know it was in 1946, but the trophy had been presented to the club in 1938 by Allens of Bristol, main agents for Armstrong Siddeley, Alvis and Singer whose premises were in Berkeley Square opposite the University. The bulk of the organisational work falls to Pete and Carlie Hart, together with the previous Clerk of the Course, Mark Tooth, and Tim Adams. Mark's predecessor, John Hayes, is never far from the scene, and is usually one of the Club Stewards, this year accompanied by Mark Chater. So the event has a great family feel about it, which extends to the cheerful camaraderie amongst the competitors in the Cross House at the end of the day. I have enormous respect for the organising team and all the skill and hours they put into the event, and being involved doing the results feels like being a part of the history of this long-running and well-respected event in the club's calendar.

You'll notice there's no contribution from Mel Lealan this month. Andy has just passed on an email from Mel in which he stoically describes the latest episode in his long-running battle with cancer. Following an emergency admission to hospital a few weeks ago he is now back home and stable, though commuting to Southmead for regular doses of chemotherapy. I'm pleased to report that his characteristic determination and optimism is shining through, and he's looking forward to getting something written for the next issue of Driving Mirror. I'm sure you would all join me



in wishing him a recovery "to reasonably good health" (as he put it) in the very near future. Keep smiling Mel, - if you make a start now you should have a couple of paragraphs ready by January!

The Allen marks the last event of our Centenary Year, which I hope you feel, as I do, will go down as a year to remember. I should like to pay tribute to all the members who have devoted a great deal of time and effort into organising our two major celebrations. I'm not going to mention any names because the success of both events was down to the support and team effort of a lot of members, to all of whom I extend my personal thanks.

Building on the popularity of these family-friendly occasions we are looking forward to a couple of similar events next year: a Family Club Day at Combe in June and – subject to final approval from the National Trust - revisiting Dyrham in October. Keep an eye on the Social Natters page and the website for details of all our Social Events as they unfold. On the sporting front, I can confirm our regular sprints at Castle Combe in March and June, plus AutoSolos in the paddock there in February and August, and we have a tentative arrangement with Welsh Counties MC to co-promote a single Llandow sprint over the May Day holiday weekend. You'll find the provisional calendar on the website.

I'd like to close by wishing you and your family a happy and relaxing Christmas holiday, and many hours of motor-sporting pleasure and success in the year ahead.

# Allen Classic Trial

Sunday morning and the Cross House & car park were a hive of activity with double bay scrutineering, no queue onto the road and trials gossip shared over bacon butties. The rain had stopped and soon the clouds were to clear giving blue skies and low angled sun. Just as the first cars were leaving news came of a van that had rolled and was blocking the road just beyond Guys Hill. Luckily the policeman knew about the trial and with the help of a local farmer's JCB Tim and Glen (Course Opening) moved the van and swept the road of glass and debris just in time for the first cars to exit the section.



Traver's restart on the way to Ubley Wood caught out half of class 7 and all but

the top two in class 6. The sections at Ubley sorted out the field with no restarting class 7 cleaning Ubley 1 and only 3, all class 8, cleaning Ubley 3. Burlidge section, after the lunch halt, appears to have regained its bite even catching out some class 8 'experts'!



The new sections at Lakeside unfortunately caused more issues than we had hoped. The landowner adjacent to Mulholland bank objected strongly to the noise and despite the efforts of the Lakeside owner and Chief Official Colin Biles they could not be appeased leaving us no choice but to abandon the section. Chimney routes worked well with the class 1-6 route producing an interesting scatter of scores with cleans in most classes when taking a considered approach. The class 7 & 8 route proved much harder than we envisaged resulting in a hole digging out at the point of failure which led to instability especially with rear engined specials. For safety reasons we cancelled this route despite 3 cars Dean Partington, Charlie Shopland and Dean Yarranton cleaning it.

John Walker once again proved a good blast through mud and an enjoyable end to the trial. The last cars finishing as the sun went down. Once again the pub was busy as competitors and marshals waited for the results to be announced. Dean Partington takes the Allen Trophy with the only clean run and the destiny of the Wheelspin Championship will be going to the wire at the Camel Trial on Sunday.

Thanks to the members of the



**Photos by Carlie Hart and Tim Adams**

Somerset and Wiltshire Land Rover owners Club for providing recovery.

**Marshal Prize Winners**

Dick Munns, Andrew Meek & Chris Brock.

Finally, the event could not be run without the continued help and support of

our stewards, marshals, helpers, landowners and villagers in Doynton.

Many thanks to you all and we look forward to seeing you again next year.

*Carlie, Pete, Mark & Tim*

<b>Trophy</b>	<b>Winner</b>	<b>Car</b>
Allen Trophy	Dean Partington	D P Wasp
Henly Trophy	Charles Knifton	Peugeot 205
Woodberry Chillcott Trophy	Adrian Dommett	Wolseley Hornet
Bryan Brothers Trophy	Dick Bolt	Escort
Renwicks Trophy	Sam Holmes	VW Beetle
Rumsey Trophy	Keith Sanders	Reliant Scimitar
Highland Circle	Dean Vowden	VW Notchback
Rootes Trophy	Mal (MPD) Allen	Marlin

Bob Wood Trophy

Liam Rafferty

December 2011



# Best Waste Of Time

So what really is the best way to waste your time? It was, and is the TVR Speed Championship! And what did I get up to for 2011 after becoming 2010 TVR Novice of The Year?

My first TVR Speed Championship for 2011 was a Speed Hillclimb at Gurston Down, near Salisbury, on Sat 16 April. Twelve TVRs competing, from a racing Tuscan through the 4 & 5 Ltr Griffiths/V8s/Chimaeras. As some will know, the TVR SC Handicap system has been fine tuned and crafted over almost 10-years by the irrepressible TVR Speed Champ organiser and participant Steve Cox with his equally enthusiastic and ever smiling timekeeper, Sue Cox. Literally, it can level the playing field between a 1.6 Vixen and a 6.2Ltr Chevy engined Griffith and accounts for tyres, either list 1A (road tyres) or List 1B (track day), so that results are down to the driver (nut behind the wheel!) and conditions on the day! At Gurston, my two timed runs were worse than my best 2nd practise run of 38.8secs – I managed a 39.46secs, which on handicap I came 4th, with a useful 23.38 points for me and 25 points for the winner. A reasonable start to the TVR Speed Champ Season.



From Wiltshire to Yorkshire next, a two-day Speed Hillclimb at Oliver's Mount, Scarborough, Sat 30th Apr & Sun 1st May. I had never been to the venue before so the "hill" was walked numerous times with the dog and on the day in a convoy run. A clear blue sky, but chilly, and 13 various TVRs for Saturday. My times went from 52.29 & 51.34 in practise to 51.46 and then 50.29. My time was good enough for 2nd gross and second on handicap, just 0.23 handicap sec behind the V8S of John Carter. This time 24.77 points on the card. Sunday and more cloudless skies, but slightly warmer and this time we had 11 TVRs. My times again dropped each run, but from 51.00 & 50.61 in practise to 50.42 & 50.05 to finish. Winner again was John Carter, 48.44. In his Vixen, Stewart Lobley matched my time exactly at 50.05, but on handicap, he came second 0.14 secs behind John and 0.44 ahead of me. That gave me 24.42 points to put on the card. A good weekend and start to the year, albeit, 550 mile round trip and more than £115's worth of diesel there and back!!

Next on our calendar was 14/15 May at Wiscombe near Seaton with Torbay MC Saturday and the Wildlife Wiscombe on Sunday. More dry weather and we had 11 TVRs vying for the points, again across the spectrum of age and capacity. I turned in a 48.53 first practise (it has taken me 2-years, from '07 to '09 to get below 50-secs!), so a 48.46 sec 2nd practise confirmed my intent, but still only 3rd gross fastest! After lunch, my first timed run was better than hoped for, a 47.18, my quickest yet up the hill. I didn't improve on 2nd timed run, with a 47.42. So I was 2nd gross fastest, but my two Chimaera-owning nemesis (nemesii?) Mark Everett & Alan H Davis - both on list 1A tyres were slower by 0.40 & 0.20 secs each, but when the handicap was calculated, I became 3rd



with my added handicap of list IB tyres – 2.5%. But 24.25 points were bagged! Sunday, a slow-ish start with 50.11, then a 47.66 sec set a practise time like Saturday, I was 3rd gross. After lunch, my 1st timed run produced my fastest yet on the Hill, a 46.74 sec, hopefully ahead of my nemesii(?) by enough handicap seconds. My second timed run was a botched late braking attempt into Gate and a 48.13. At the end, one of my nemeses, Mark Everett, pulled a blinder on his 2nd timed run, and on handicap beat me into 2nd by 0.01 secs. This time not quite 25 points, but 24.99 is close! In the TVR Speed Championship, I was now 2nd overall.

To Prescott, near Cheltenham, for another Speed Hillclimb on Sat 28th May and it was my 2nd visit to the hill. Last year, it was very wet and, to be honest, not much fun, especially on Semicircle, just before the finish! So a dry start and two reasonable practise times, 53.94 & 53.04 (I only managed a 59 last year), but from a field of 27 TVRs, that gave me 8th gross, not too competitive compared to Wiscombe! First run was damp and Ettorese seemed to take ages before you could accelerate up to Pardon and a 57.44 was average again. Second timed run and the track had dried a little, if it ever does at Prescott, but I managed a 52.16, 5th gross fastest, however, the handicap calculation pushed me back to 12th. I still remained 2nd in the overall TVR Speed Championship

Four Speed Hillclimbs and no TVR Speed Championship Sprints so far, well Pembrey, just past Llanelli, will soon sort that out, so we set off to Welsh Wales for Sat & Sun 4/5 June. I've never raced there before so from a 144 sec first practice to eventually a 2nd timed run of 132.41 secs, I was still some way off the regulars running low 120's, with the Vixens in the high 120's. Seventh and only 21.61 points, must do better! Sunday came as the dry weather continued and I started where I'd left off, 132 secs. I managed to finish the day with a 129.74, just behind the Vixens, again and well back from Paul

Edward's 4.5 Ltr T350 and Matt Oakley in his 6.2 Ltr Griffith, 118 & 119 secs respectively, with respect! An improved 22.30 points and still 2nd in the Championship.



I next joined in the 25/26th Jun Celebration weekend at Castle Combe of the Dick Mayo Sprint and Bristol Motor Club's Centenary Birthday. For a change, I entered my 3.2 V6 Audi TT 250, if-you-can't-beat-em-join-em in A4 Class with its 4-wheel drive. My best time, 80 secs, was nearly 6 secs behind my best time in '09 of 74.8 in the Chimaera. Despite its power, I fear the Audi is much too lardy at 1450+kgs. The Sunday was almost too hot and my family & grandkids enjoyed the parade lap(s) with the TT, Chimaera and cousin Hugh Trotman's Elise, a very well organised weekend by BMC and lots of Committee members, volunteers and Marshals and my thanks go to them all!

I signed up late, a toss-up between marshalling or driving, for the Wessex Sprint at Castle Combe on Sat 6th August. Driving meant it would clean up the melted rubber on my front 888's after Pembrey. Ten entries in A4, split evenly between 2 & 4WD. Again it was dry, and I managed a creditable 86.02, seventh, but not too far behind Matt Nichols in his Mégane at 84.48 and the other 2WD Porsche.

Next on the calendar was Loton Park, near Shrewsbury, a 2-day 13/14th August meeting. Last year was my first at Loton and I thoroughly enjoyed it. A large TVR field again, 25 of us and although it had rained overnight, it was a drying hill when we started. I started almost where I finished last year with 65.51 secs and got down to 64.20secs on 2nd timed run to be 10th gross fastest and ended up 9th fastest on handicap. I got 22.29 points for my



trouble. Sunday and it's dry again and I improve slowly to a 63.14 secs for 7th gross and surprisingly 7th on handicap, this time 23.19 points.

Late August, 28th, the Bank Holiday Weekend, saw another long tow up to Yorkshire again, but this time North of Leeds and the Harewood Speed Hillclimb. Another first for me and walking the course several times simply confirmed that it appeared to be a Sprint and a Hillclimb rolled into one, but it was very narrow in places and the finish was very confusing! So another dry day, and from 72.94 in practise to 70.06 secs as my best timed run, I managed 11th from 22 and 22.06 points. I look forward to a return match with the Hill! My position in the Championship has now dropped from 2nd to 5th, new hills are

not helping ... this year.

Enough of this TVR Championship stuff, back to Wiscombe in Devon and 5-clubs and a relaxing weekend, Sat & Sun 3/4th September and a dry-ish forecast! Back in the A 4 Class of 10 with three having 4wd. After the two dry days in May, I was back on it with a 47.12 to be 4th fastest in class and fastest 2wd! Sunday started damp but drying and A 4 Class had 11 turn out, five 4wd. Mr Consistent again with a 47.34 sec and my personal fastest to the gate of 22.23 sec, but muffed a gear change on my way to Martini. I came 6th in class and again fastest 2wd!

The next round of the TVR Speed Championships took us to Shelsley Walsh, West of Wolverhampton (20 miles) and shown on Country File several months ago, for Sun 18th September. However, I cunningly managed to get a place on Sat 17th, as a BMC member, and joined 11 others including two other TVRs in A3 class. Not a dry forecast, but dry enough in the morning to get down to 36.48 sec. Just as the 1st timed runs started, it poured down, but started to dry out later and so my 2nd timed run was a 37.16 in very greasy conditions. Fourth overall and good practise in the greasy conditions. Sunday and 18 TVRs face a dampish track and drizzle on and off throughout Sunday. I manage a 44.08 in practise, but despite more rain in the afternoon got to a 38.15 secs and 6th on handicap with 23.56 points. Sadly in the TVR Champs, I've now dropped to 9th overall and 6th in Class B (all TVRs post 1980) and that's from 48 active participants.

The final round of the TVR Speed Championship, the 25th event and my 13th was the Castle Combe Pegasus Sprint on Sat 15 October. A large group of TVRs, 22 of us, and it was a new layout. First practise was a quick 92.83 secs and second practise at 92 secs confirmed the car & I were pretty hooked-up. On handicap I was 6th with six of us on the same handicap second, 87 secs. The first timed run the track was probably as

The deadline for submissions for the next issue of Driving Mirror is  
**6th January 2012**

warm as it was going to get and the lap was so smooth. The waiting for the times to come out seemed to take for ever, but the wait confirmed my feelings, a 90.89 and on handicap, 2nd! Second timed run was not until after 4pm, so definitely a cooler track with a 91.23, and close again. My closest competitors improved their times but despite that, I remained 2nd on Handicap and 5th gross fastest, which was some going with the number of excellent drivers and quick TVRs competing on-the day. I received 24.54 points towards my best 8 totals, but it didn't affect my overall position. I should also point out that for probably the first time since starting in 2007, that I beat both BMC protagonists, Matt Nichols & Andrew Meek in Class A4 and would have been 3rd, in that class and definitely fastest 2WD, but that's Sprinting! A memorable 2011 TVR Speed Championship Season, 6th in Class and 9th overall.

In 2011 we travelled to many new locations with the Motorhome and found



some very nice camp sites & CLs. I Speed Hillclimbed and Sprinted on a number of new circuits, met some equally enthused Petrolheads, stayed on-track and away from barriers and stone walls. Simply the very best way to waste one's time. Pictures by Bob Naismith, John Haynes and Hugh Davies.

*Trevor McMaster* (K4 TRV)

## Crusader Motorsport

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# 2011 Karting Challenge

In time-honoured tradition, this year's karting challenge took place in November and returned to its home at Avonmouth. Bristol Motor Club entered 6 teams in the event and for the first time I can remember, only 15 teams took part. The track was still busy during qualifying as evidenced by our top team and reigning champions for the last 7 years only qualifying 4th. Luckily, Chaos, Anger Management and Manic took the top three places to lock out the two front rows for the club. Piston Broke, spearheaded by Ken Robson who was returning from retirement, were the fastest team from another club, closely followed by our Disorder team with our final team, Red Mist, back in 8th on the grid.

At the start of the race, Chaos took the lead, but Panic quickly made their way to the top of the timesheets, taking the lead after a dozen laps. A revised pit lane exit had reduced pit stops to around 5 seconds, so pit

strategy played less of a part this year. Panic drove off into the lead, relatively unchallenged, but a titanic battle brewed between Manic, Anger Management and Disorder. Disorder battled with Manic for the last step on the podium throughout the first half of the race before Manic made a great charge forwards, leaving Disorder in disarray and overtaking Anger Management in the last driver stint and take second place, much to the annoyance of the team on the third step. Piston Broke were the top team not entered by Bristol Motor Club, but the final two teams from the club finished 6th (Red Mist) and 7th (Chaos).

15 club members got to stand on the podium and only one team beat any of our teams. It's the best result the club's ever had, so well done to all of you.

*Andy Laurence*

Position	Team	Fastest Lap	Qualifying
1	BMC Panic	35.945	4th
2	BMC Manic	<b>35.736</b>	3rd
3	BMC Anger Management	35.930	2nd
4	BMC Disorder	35.510	6th
5	Piston Broke	36.481	5th
6	BMC Red Mist	36.227	8th
7	BMC Chaos	36.185	<b>Pole</b>
8	Oldies but Goldies	36.338	11th
9	Suffolk & Close	36.149	7th
10	The Pessimists	37.084	12th
11	Up The Inside	36.581	9th
12	Oliver's Army	36.354	14th
13	A Bunch of Stigs	37.129	10th
14	Spencer's Speeders	37.572	15th
15	Norfolk & Chance	38.020	13th



# 2012 Calendar

DATE	EVENT	CHAMPIONSHIPS/VENUE
<b>03 January</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
22 January	Clee Hills Classic Trial	Clubmans Event
27 January	Bristol Pegasus MC Navigational Scatter	TBC
<b>07 February</b>	<b>Club Night - Bristol Spaceplanes</b>	<b>Colstons Pavilion</b>
<b>10 February</b>	<b>BMC NavScatter</b>	<b>TBC</b>
<b>18 February</b>	<b>Castle Combe AutoSolo</b>	<b>MSGCC/BTRDA</b>
<b>26 February</b>	<b>AWARDS PRESENTATION</b>	<b>The Ship at Alveston</b>
<b>06 March</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>17 March</b>	<b>MotorAid Charity AutoSolo</b>	<b>Castle Combe paddock</b>
<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
<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>MSGCC/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
September	Chivenor Sprint	ASWMC
<b>02 October</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>06 October</b>	<b>Spirit of the 60s</b>	<b>Dyrham Park</b>
October	Pegasus Sprint	Castle Combe
<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>
<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

# Fantasy F1 2011: Final Results

They were ahead of the field all of the year and Red Bull took the titles. Matthew Norris and Matt Nichols managed the same in the Fantasy F1 league too. The combination of the Red Bull chassis and Mercedes engine brought home a great haul of points and both Perez and Karthikeyan (and his replacements) performed above what their value suggested. In the end, it came down to Buemi out-qualifying Algersuari 12 times, netting Matthew 20 points and the 2011 Fantasy F1 Champion.

The bonus round also settled the final podium step with Keith Attwood taking third spot with his 60 bonus points over Marcus Rainbow. The final 5 spots were covered by the equivalent of just 4 correct guesses in the bonus round, but the bonus scores were pretty even, so there was no change in the running order after the last event.

This year's season may have been a

whitewash for Red Bull, but it was an exciting one, especially at the start of the season. With a glut of rain-affected races, the grids were turned upside down and the races mixed up. Rain was the reason Jenson Button came from last place to win during the epic battle in Canada.

Next year, exhaust blown diffusers are banned, thanks to an enforced exhaust location on the top of the sidepods. All the Pirelli tyre compounds are changing, too, which will shake up the racing again with even softer compounds. In-season testing returns, but only for one test at Mugello in May. Also changing are the noses, which drop 7.5cm to avoid rear wheels and prevent spearing the drivers in an accident.

Perhaps the strangest change is the banning of helium in the air-guns! This year, teams have been pumping helium through the airguns to improve performance by 30%.

Name	Driver 1	Driver 2	Chassis	Engine	Points	Bonus	Total
Matthew Norris	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	1709	20	1729
Matt Nichols	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	1709	0	1709
Keith Attwood	Lewis Hamilton	Narain Karthikeyan	McLaren	Virgin	1463	60	1523
Marcus Rainbow	Lewis Hamilton	Paul di Resta	McLaren	HRT	1488	0	1488
Andy Laurence	Timo Glock	Jerome D'Ambrosio	McLaren	Renault	1154	120	1274
Ali Perry	Fernando Alonso	Adrian Sutil	Renault	HRT	655	20	675
Dave Greenslade	Fernando Alonso	Timo Glock	Virgin	Renault	600	60	660
Julian Rainbow	Lewis Hamilton	Adrian Sutil	Williams	Lotus	585	60	645
Adrian Taylor	Jenson Button	Paul di Resta	Williams	Lotus	579	40	619
Chris Dymock	Lewis Hamilton	Heikki Kovalainen	Williams	Toro Rosso	568	40	608

# 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 tick the box on the form 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 **NEW** system for online renewal. Payment can now be made directly by BACS transfer; this avoids the additional charges that were incurred using PayPal. In addition, you may now use any **Reward Vouchers** you have collected.

Simply log on to the club website, click **Join Us!** and follow the **Existing member renewal** link to the self-explanatory renewal form.

If you use Reward Vouchers, please enter all of their 4-digit serial numbers in the box provided - **and please remember to destroy the vouchers afterwards!** (You will not be able to use them again for another transaction: they will be rejected.)

Calculate the balance due and complete the process by making a BACS transfer 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**.

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).

# 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		
Please tick box if you wish to continue to receive <i>Driving Mirror</i> by post		<input type="checkbox"/>
Full life membership	(Tick boxes that apply)	£160.00
Full annual membership		£16.00
Associate (joint) annual membership		£8.00
Plastic windscreen badge		£1.00
<b>TOTAL</b>	Cash, or cheque payable to Bristol Motor Club	£
	BMC Reward Vouchers, value £5 each	
Signed		Date

Please send the completed form with your payment to Mrs Jill Hemmings  
Riverwood Lodge, Moored, 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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## The New Space Age

**David Ashford, Director of Bristol Spaceplanes**

A revolution in spaceflight is imminent. Launchers like aeroplanes are about to replace those like ballistic missiles. Within fifteen years, it is likely that the cost of sending people to space will be about one thousand times lower than the cost today. There will be a new golden age of astronomy, environmental science, and space exploration. Space tourism is likely to become the largest space business. The lecture will explain why and how this new space age is likely to develop, how the main obstacle is an entrenched 'missile culture', and how Bristol can play a leading part.

**At Club Night, Colstons Pavillion, 7th February 2012**

## NEW FOR 2011! CHRISTMAS CARDS

EXCLUSIVE 3D DESIGN FOR BRISTOL MOTOR CLUB BY IAIN SMYTH



Printed on 15cm x 15cm heavy card. The laser-cut 1930s race-car design is framed by a square aperture showing the message inside. Opens to reveal the full-colour club logo and the greeting "And a Happy New Year". Sold in packs of 5 for £4.00, or 10 for £8.00 with envelopes. Available October/November from Allen Harris [allen@harris-bristol.com](mailto:allen@harris-bristol.com)

## Clee Hills Reliability Trial

**22nd January 2012**

BMC has been invited to MAC's Clee Hills Classic Reliability Trial. For those without Competition Licences an opportunity exists in the Clubsport element of the event to take part.

**Paul Parker [britishsprint@paulparker.f9.co.uk](mailto:britishsprint@paulparker.f9.co.uk)**

**01275 843478**



‘Tarky’ closes his eyes and winces gently as he recalls the conversation with the memsahib a few weeks earlier when she had resolutely refused to change her mind about them spending Christmas with her sister in deepest Dorset. “We ARE going to spend this Christmas with Rosemary and ‘Little Willi’ at ‘Buglands’ and that’s my final word on the subject” she continued, “it’s been far too long since our last Christmas there and it’s always such a lovely holiday. I really can’t understand your objections.”

No, she wouldn’t thought Tarky, she would spend the entire time discussing nothing in particular with her ever-so-slightly potty sister, as women are want to do, while Tarky mooched around the rambling house, which always seemed permanently damp and chilly, whilst trying to avoid both William, his sister-in-law’s diminutive and drippy husband whose only interests were bloody insects, butterflies, temperance and glowering at Tarky every time he poured himself another drink, which was far more frequently than would be usual - “understandable in the circumstances” he would respond when quizzed by the memsahib - and the legion of rescued stray cats and dogs. “They’re all God’s creatures, it’s our Christian duty, you know” Rosemary would piously comment on the menagerie.

At least his wife had finally conceded

to travel separately a week before the start of the festivities, collecting their two sons from ‘Uppingham’, a minor league public school near Bath on the way and therefore, thankfully, limiting Tarky’s spell “in purgatory” to just a couple of days. Bit of a shame the little sods were also going to be at ‘Buglands’, Tarky’s thoughts continued, and not on some school organised Christmas trip as Tarky himself used to enjoy as a boarder at the same school all those years before but, since both boys were unknowingly following in the time-honoured family tradition of being known by a combination of their initials and personal traits, the Dean of the school had thought it best that the youngest Tythrington, Sebastian Horatio Ivanhoe, might be better off spending Christmas with his family this year and thus avoiding the, not to be underestimated, threats of physical harm promised by a number of the senior boys after he had dobbed them in yet again for smoking! Of course, their mother had immediately insisted that the elder Tythrington son, the somewhat educationally challenged, Terence Wallace Ichabod, also joined the family gathering to make for “the perfect family Christmas”, as she kept cheerfully repeating to Tarky, which wasn’t exactly the phrase that sprang to mind every time he thought about the approaching festive celebrations...

## 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>



"Is something the matter with breakfast, sir?" queries Mrs Craddock the cook on seeing Tarky's grimace. "No, no, wonderful as always Mrs Craddock" replies Tarky, managing a small smile as he refocuses his attention on the minor banquet arranged in front of him and adding, almost truthfully, "just not relishing such a long drive, especially on Christmas eve" as his thoughts dwelled on the dreadful destination at the end of the journey ahead of him a little later. "Well, at least you'll have Dymock with you sir, and I've made up a lovely hamper for your lunch!" says the cook, in a genuine effort to try to cheer up the normally bullishly buoyant Tarky.

"Excellent; capital idea; thank you Mrs Craddock!" says Tarky, his spirits now rallying as he begins to appreciate the idea of a decent run in his latest automotive acquisition and one of Mrs Craddock's delicious picnic lunches for when he got peckish on the journey. With renewed enthusiasm he quickly chops the last of the devilled kidneys onto a slice of toast and eagerly washes it down with a glass of finest Tawny Port before walking to the hallway where his manservant waits patiently to help him with his boots and overcoat.

"Ruddy Mr Twaty!" greets the ever-smiling Mr Patel as Tarky approaches him. "Good man!" replies Tarky, smiling inwardly at his manservant's attempt at English, little knowing that Mr Patel only ever used the smallest fraction of his extensive and correct English vocabulary with his master...

Tarky pulls on his calf length, laced boots with a considerable degree of help and then checks himself in the mirror, nodding gently as he agrees with himself that they are the perfect compliment to his new tweed suit complete with plus-fours, silk shirt and obligatory dicky bow. Pulling on his slightly battered leather overcoat and a silk scarf, he bids a happy Christmas to the waiting staff at the front door and strides out across the snow and slush covered driveway leading to

the garages, at the same time pulling up his overcoat collar against the biting cold and checking his pockets for his hipflask and trusty Webley 38 pistol.

"Good morning Mr Tarky sir!" greets Dymock, continuing, "she's all ready sir; the presents are loaded and I've taken the liberty of starting her and warming her through". "Well done that man!" replies a much cheered Tarky, whose opinion of Dymock had risen by order of magnitude since his riding mechanic's apparent selfless act of courage, saving Tarky's life on that fateful hillclimb event back in June and the results of which had only recently healed sufficiently to allow the wearing of tighter underwear again! "Let's be off then" says Tarky, adding "we've got a damn decent day for it" as he looks around at the leaden snow clouds forming a thick blanket as far as the eye could see and prompting Dymock to wonder whether his master was actually looking at the same threatening snow storm that he had been concerned about since rising that morning?

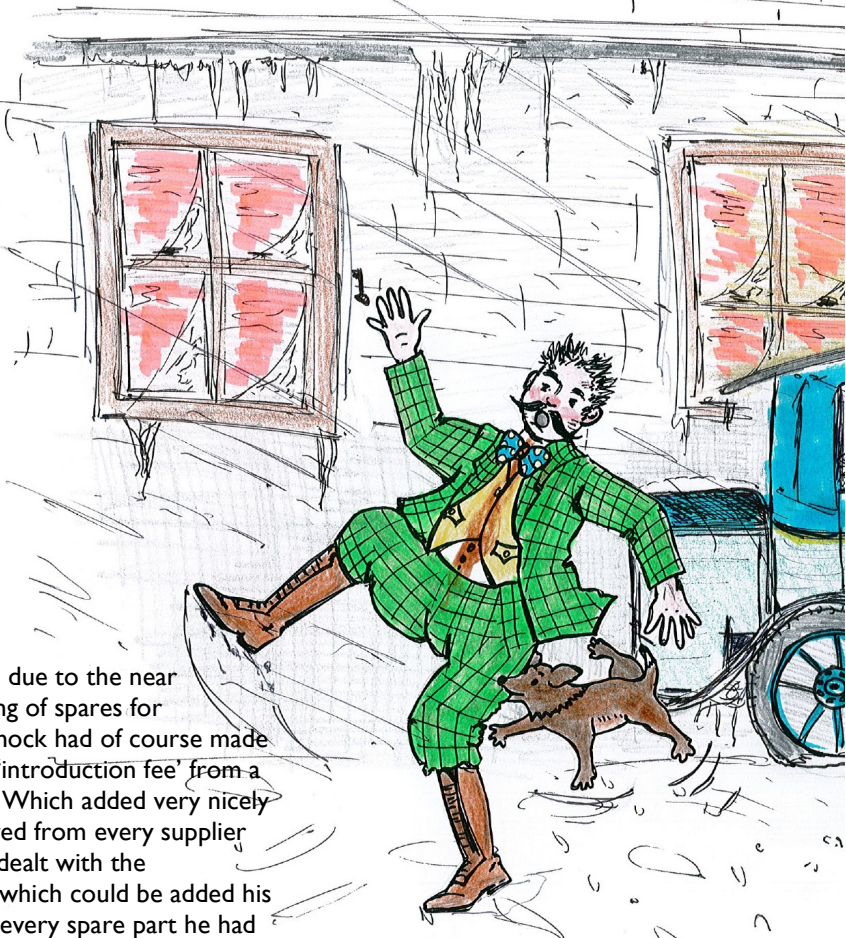
They climb aboard Tarky's new car which is idling sweetly just in front of the garage doors and arrange rugs over their legs before Tarky engages first gear with just a minor crunch and then proceeds up the long drive to the main gateway. Dymock sits back and revels in the warmth and comfort provided by the first car that his master has owned with the luxury of a permanent roof and drop-down side windows controlled by the same leather strap arrangement found on railway coach doors. None of which was surprising since it was Dymock who had suggested to a still sore Tarky a couple of months earlier that he had perhaps found a rather wonderful replacement for the much mourned (only by Tarky...) 'Tythrington Special' and which was known as the rather grandiose sounding 'Funghi-Clifton Silver Six 1912', named after it's creator, Louigi Funghi, who had learnt his trade building carriages for the Great Western Railway, and the location of his factory in Bristol.

Since Tarky considered Dymock had saved his life (which wouldn't exactly be the same facts that Dymock would recount, truth be told...) and that Tarky's standing in the Bristol Motorcycle and Light Car Club would seem to have risen considerably by taking 'Fastest Time of the Day' in that fateful event, earning him the nickname 'Lucky' which Tarky rather enjoyed - although never knowing that the club members added this soubriquet as a prefix to the usual summation of his initials - he took Dymock's advice and was immediately enamoured with the rather unusual but well- built vehicle he confronted when he subsequently visited the Funghi-Clifton factory.

Dymock was also delighted with the purchase of the Silver Six; not only because it was considerably more comfortable and safer than any of Tarky's previous cars but, as Funghi was a regular trade contact of Dymock's due to the near continuous purchasing of spares for Tarky's motors, Dymock had of course made sure he received an 'introduction fee' from a very grateful Funghi. Which added very nicely to the cuts he received from every supplier and contractor that dealt with the Tythringtons and to which could be added his usual percentage on every spare part he had to obtain for Tarky's eclectic car collection. Not to mention the very useful sum from the quarry owner for the 'written off' Tythrington Special and Tarky's very generous bonus for 'saving his life' at the hillclimb. "Not a bad year at all!" muses December 2011

Dymock as he mentally adds up his considerable additional income for the year.

Tarky, oblivious as usual to the potential for disaster, accelerates the Silver Six hard out of the main gateway and swings onto the main road which immediately leads to the rear of the car sliding on the treacherous surface, causing Tarky to swiftly back-off the accelerator to regain control and sending slugs of un-burnt fuel into the exhaust system which promptly ignites like a



rapid volley of rifle fire. Unfortunately, the horse attached to the local dairy's delivery cart parked across the street instantly assumes this noise is a major assault on its health and duly bolts off down the road with the milkman in hot pursuit!



Tarky eventually settles into the driving and dealing with the parlous state of the frozen roads, making steady progress through a stark wintry, rural landscape and passing through numerous villages where cottage chimneys spout little columns of smoke which rise vertically to meet with the thickening snow clouds above.

Three hours or so later and having completed about sixty miles of their journey in a fug of cigar smoke and regular tots from

sumptuous collection of cold cuts, pickles, duck in aspic, meat pie, filled rolls and fruit cake all washed down with a rather decent bottle of French red.

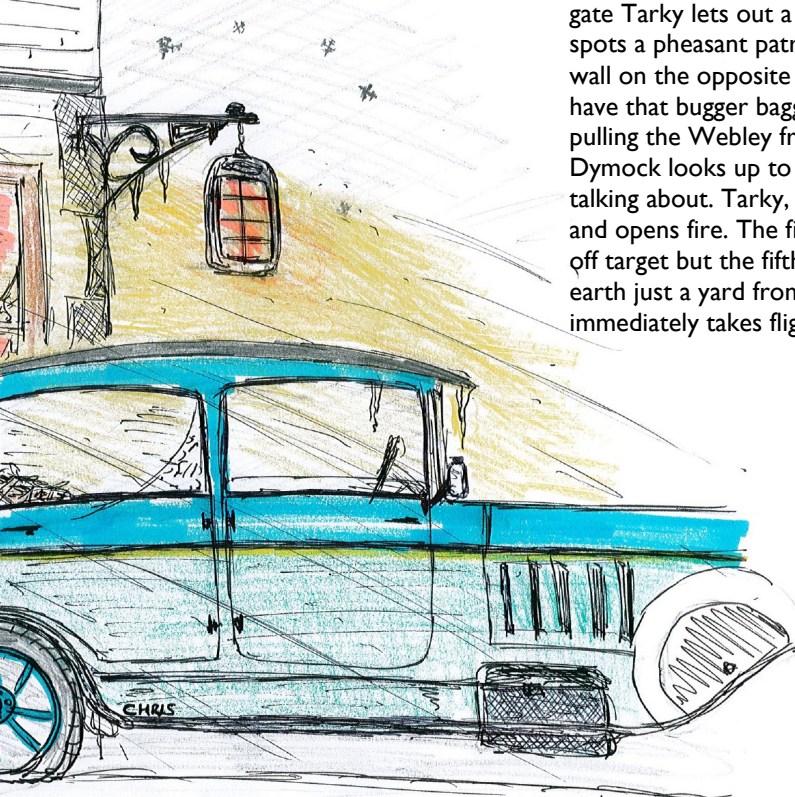
As they finish their lunch a concerned Dymock draws Tarky's attention to the flakes of snow now appearing on the windscreen from an increasingly darkening sky and Tarky jumps out of the car for a "comfort break before we continue", quickly joined by Dymock for the same reason. Standing at the gate Tarky lets out a quiet exclamation as he spots a pheasant patrolling near the base of a wall on the opposite side of the field. "Soon have that bugger bagged for the pot!" he says, pulling the Webley from his pocket as Dymock looks up to see what his master is talking about. Tarky, arm extended, takes aim and opens fire. The first four shots are wildly off target but the fifth thuds into the frozen earth just a yard from the bird which immediately takes flight, making Tarky's

optimistic, sixth and final snapshot clear the wall by some margin and continue to travel across the following field out of sight to impact the chimney pot of the local farm cottage. The shattered pot collapses into the flue itself which happens to coincide with the precise moment the farmer's wife is retrieving a Christmas cake from the oven and who is immediately engulfed in the cloud of soot

Their hipflasks, Tarky decides it's time for a spot of lunch and brings the Silver Six to a stop in a farm gateway. Dymock retrieves the hamper from the back of the car and they spend a very pleasant half an hour chatting about cars and tucking into the rather

spewing from the open stove door and filling the kitchen!

"Never could hit anything; worth a try though!" chuckles Tarky as they climb back into the Silver Six and carry on with their trip...



A couple of increasingly difficult hours later and the weather has deteriorated to a point where daylight has all but disappeared, the new-fangled electric lamps are making little impact on the gloom, the blizzard is in full force and Dymock is working the hand-operated windscreen wipers in a losing battle at attempting to maintain a semblance of forward vision as they struggle along at barely ten miles an hour. "Not far to go now Dymock" says Tarky, as he alternates peering through the windscreen with sticking his head out of the open drivers door window in an effort to spot the verges of the minor road that will eventually take them to 'Buglands'.

With Tarky's concentration momentarily broken by his decision to have another quick tot and fishing around in his pocket for his hipflask, the car slowly moves to the offside edge of the road and gently rides up the verge for a few seconds, eliciting a muffled thud from the front end.

As Dymock turns to Tarky to question the noise, the squirrel that only seconds before had been happily balanced on the lower branch of a tree in the hedgerow at the edge of the road, and that had been swept off it's perch by the Silver Sixes errant front end, finishes it's sudden surprise journey across the top of the wing by pirouetting around the mirror on the drivers door, flying through the open window, landing four square on Tarky's face with a soggy splat and deciding that was as far as it was prepared to travel by digging in for dear life with all its claws and emptying its bowels for good measure! Dymock would later claim that Tarky's scream had probably cleared the snow from the windscreen, in any event, it certainly moves the startled squirrel to release its grip of Tarky's head, with Dymock quickly grabbing the unfortunate creature before it can reattach and popping it gently out of the door as Tarky brings the Silver Six to a slithering halt. Resting just long enough for Tarky to regain his composure and to clean up a bit, Tarky and Dymock soldier on and eventually pull up in front of 'Buglands'

December 2011

half an hour later.

Dymock alights from the Silver Six and begins to remove the sacks of Christmas presents from the back of the car as a very damp, poop stained, scratched and bloody Tarky gets out to be greeted by the memsahib. "Well! I know you weren't looking forward to this visit but you could have made an effort to look tidy?" she remarks, immediately turning on her heels in disgust before he could reply and marching straight back to the house! Summoning up a Herculean effort to refrain from starting something that would most likely end with a judge saying "...and may God have mercy on your soul", a beaten Tarky walks around to the rear of the car to help open the luggage trunk and promptly fumbles the key with his chilled fingers, dropping it into the snow at his feet. Bending over to retrieve the key, he unwittingly presents Bobby, a Jack Russell, with a near identical looking cushion to the one that 'Little Willi' uses to play with the young dog and he immediately sinks his teeth into his favourite target.

Meanwhile Dymock, who has reached the waiting staff at the top of the steps leading into the house, turns around on hearing Tarky's latest screams to witness the extraordinary sight of his master stood in the middle of a blizzard whilst spinning like a Whirling Dervish and with a Jack Russell clamped firmly to his arse!

"Happy Christmas..." says a smiling Dymock,

"Happy Christmas everybody!"

*Chris Dymock*

## Upcoming Club Nights

**3rd January**

**7th February**

An introduction to Spaceplanes.

**6th March**

# Social Natters

**T**hat's it. A whole century of club motorsport is complete. Those of you who came to club night will have enjoyed a chat over a celebratory glass of bubbly. Now for the next hundred years...

We're running a repeat of this year's awards presentation. We'll be meeting at The Ship in Alveston for a meal, a pint, some trophies and a chat with friends. No doubt

Allen will have produced a short film to get us in the mood, too. Before that, we've a couple of club nights, including a presentation by Bristol Spaceplanes in February, who are attempting passenger space flights.

All that remains is to remind you about our Social Survey where you can tell us what you want to do. Scan the code below or visit the website for more information.

## Upcoming Events

January 3	Club Night
February 7	Club Night - Bristol Spaceplanes
February 26	Awards Celebration



## Assistance Required

**Dick Mayo Weekend** A sub-committee will soon be formed to plan this event in full. As well as ideas for the weekend, we need people to liaise with other clubs, organise entries, plan the schedule for the weekend and negotiate with suppliers.

## Social Committee

Dave Greenslade

Rich Marsh

Andy Laurence

## See The World's Fastest Car!

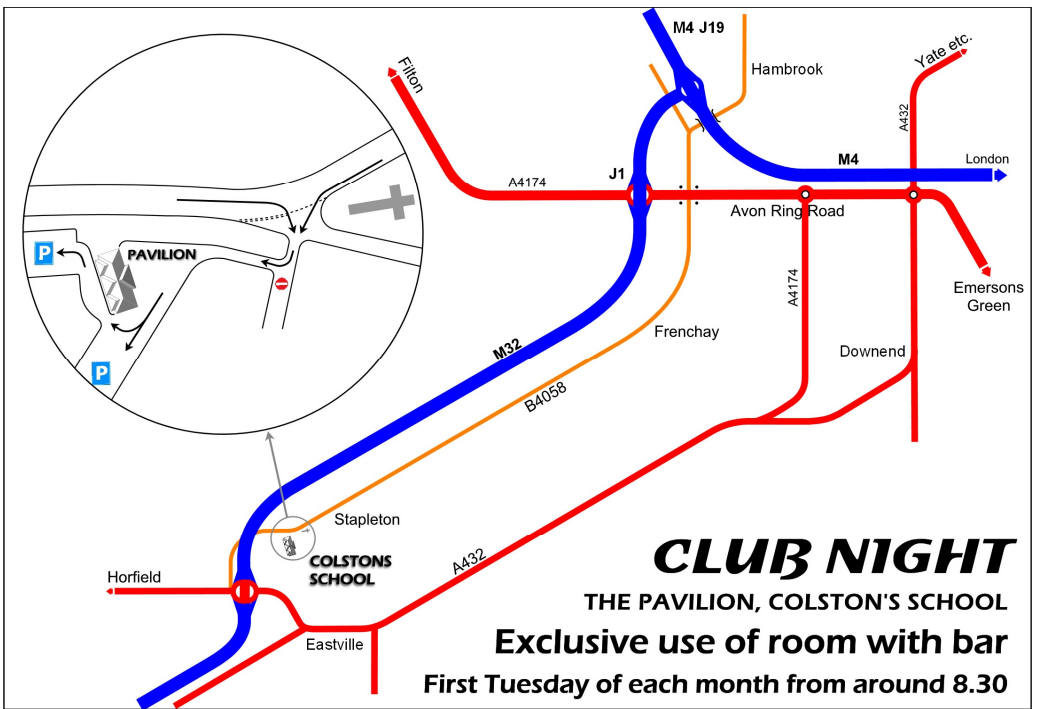
1000mph is the target and you can see the car and meet the team.

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 IK 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)



## COMMITTEE MEMBERS' EMAIL ADDRESSES

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Richard Marsh	<a href="mailto:r_marshy22@yahoo.co.uk">r_marshy22@yahoo.co.uk</a>
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