



Driving Mirror



1911-2011



Family fun (top); Scott drives the Team Clemow Force (bottom).
Centenary Parades, photos by Jim Gaisford

July 2011

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Beaulieu Motor Museum Trip

SUNDAY 11th September

	RRP	Our Price
Adult	£16.75	£12.75
Senior (Over 60)	£15.50	£11.90
Child	£9.00	£7.95

You will note a considerable saving on the usual prices. Book your ticket early to avoid missing out. You also get free re-entry within a week (ask for details).

Families/children welcome and you don't need to be a club member.

Please support this event. Emails to mattrumney@tiscali.co.uk

STARTLINE

Allen Harris

Thursday 23 June, and only two days to go before the big Centenary Weekend. Our last meeting with Jacqui of Tavern Events had been extremely positive; and when I spoke to her last night to give her the final estimated numbers, she was very relaxed; “Don’t worry”, she said, “No-one will go hungry!”. Sixteen boxes of bubbly were delivered to Phil’s house yesterday, along with 240 glasses, so that’s covered. The organising team has a final ‘confidence’ meeting tonight at Mark Tooth’s, and if Phil doesn’t turn up I’ll know that he wasn’t joking when he declared his intention to throw his own party last night! The promise of cake baked by Claire as a reward should be enough to draw everyone. All that’s left for me to do is to finalise the handout showing the paddock layout and the list of exhibitors, and if everyone’s happy I can go ahead and print them tomorrow.

Trouble is we have no idea how many we’re going to need. We know we’ve sent out 240 tickets for the Reception to members and guests, and we’ve had replies from around 80 proud car owners eager to display their treasured possessions, but how many others are going to appear on a whim? The online forums have been buzzing, and we’ve had good publicity in the Evening Post and the Western Daily Press, emphasising what a great free day out it will be on Sunday, so it’s anyone’s guess how many visitors that will draw in. Then there’s the weather, of course. A fine day will

make all the difference, but even three days ahead the forecasts are non-committal.

Then the phone rings. “Radio Bristol here. About your event at Castle Combe this weekend: would you be available to come into the studio on Saturday morning to be interviewed on the Ali Vowles show?”. Well there’s only one right answer to that. “Of course. What time?” “Would you be here for 7.30am, and you’ll be on around 7.40”. Gulp. With the evening Hog Roast barbecue Saturday evening, and no particular duties during the day, I’d been looking forward to a nice relaxed, leisurely Saturday morning. Oh well, all in the course of duty. “Certainly – I’ll be there”.

True, I spent many years at the BBC’s Whiteladies Road premises, but it’s nearly 20 years since I left, and an awful lot has changed in that time. Besides, my involvement was with the technical aspects of broadcasting, and if I did ever appear “on air” it was due to an error! I did, with Paul Parker, make an appearance on Radio Bristol’s drivetime show exactly a year ago, coincidentally, on 24 June 2010, so their studio is reasonably familiar. But bang goes my lie-in.

Thursday evening’s meeting was reassuring – Phil would deliver (what’s left of?) the bubbly to the Tavern for chilling on Saturday afternoon; Paul and Rich decided to share most of the meeting and greeting duties (with assistance from Hannah); Mark and Pete would coordinate getting the cars into the

10% Gurston Down Discount

BMC members will get a 10% discount on the entry charge to spectate at Gurston Down Hillclimb on the production of a club membership card.

www.gurstondown.org

assembly area in the right order; with Nick's help I would supply and rig the audio and video equipment in the Strawford Centre and the marquee, and provide the signing-on resources for Viv and Jill. Everyone would be on the qui vive to do whatever was necessary, whenever, throughout Sunday. We agreed that 400 copies of the handout would get us started, and we'd be prepared to print more on the day if needed. And Claire's cake was the most deliciously light spongy sponge cake I've had for many years!

It's surprising how long it takes to print 400 double-sided A4 sheets on an office laser, but I did 200 Friday morning. Then to stores in the afternoon with Paul, who told me that the stress I had displayed at the meeting the night before had given way to silliness which, on the whole, he said he preferred. Then to Combe with Mark's father's van loaded with sprint kit, trestle tables, additional cones etc. Phil took the 200 pages I'd printed, and kindly volunteered Jill to fold them in half, but I can't remember any other reason why I was there that afternoon, so I came home to get on with more printing.

Saturday morning, still half asleep I found myself in Radio Bristol's studio at 7.30am, armed with a 'prop' consisting of a yellowing typewritten programme for the first race at Combe in 1950. Ali V welcomed me while the weather forecast was going on, and I thought I heard the forecaster say "Tomorrow's going to be the hottest day of the year so far". At that point I decided that I was still in bed asleep and that this was a dream, but she said it again, and when I was introduced, AV was still talking about how hard it was to believe. Anyway, we had a pleasant chat about the club, how it was formed, what we do and was it male dominated (should have seen that one coming), but my 'prop' did open up an avenue of conversation about the cars and drivers from that 1950 event that we would be re-uniting at Combe on Sunday, so I think on the whole it was great publicity.

I'm sure you'll read all about the sprint elsewhere. Suffice to say it was run in the normal accomplished, assured way that Simon

Mayo always manages, and as the day went on, the interesting and historic cars started arriving, the tents started popping up, the smell of roasting hog began to assail the nostrils, and there was a palpable sense of anticipation.

Before long the marquee began to fill, parties of familiar family gatherings mixing with unfamiliar faces all settling at big round tables, Jacqui's staff to-ing and fro-ing bearing huge round bowls of crisp green salad and dressed coleslaw. And then we were exchanging our yellow tickets for a plate of succulent fresh roast pork, engaging old friends in conversation and meeting new ones, The Straw Dogs were playing songs we all knew, the fleet-footed were on the dance floor, everyone was soaking up the party atmosphere. But all too soon I knew I had to leave the multi-coloured flashing lights behind to get some sleep ready for tomorrow.

The grey sky outside my window at 6am the next morning did not seem to fit with the kind of day we'd been promised. Driving east along the M4 towards the circuit in the fog, headlights ablaze, I couldn't help thinking I'd been right all along: I had dreamed that weather forecast. At the circuit the fog had lifted, and the light, though grey, was bright grey, too bright for the bleary-eyed, hung-over campers that were hauling themselves into a waking state against all odds, and Paul's stubble seemed, by contrast, blacker than Bluto's beard.

Everything gradually fell into place, and when the paddock started filling with the magical sight of iconic cars from every decade of the club's existence, when I heard David George on the PA engaging with and chatting to exhibitors and visitors, and when I saw Brian Owens telling Rod Bendle who was who in Rod's pictures of his father's car from the 1950s, at that moment I knew that all the planning, all the preparation, all the anxiety – even the silliness - had achieved its aim.

And then the sun came out. It was going to be a great day!





Melvyn

A woman is having trouble with the doors of her bedroom wardrobe. Every time a bus passes by the house, the rumble makes them fall open. She calls a carpenter, he waits for a bus to pass but he can't see anything wrong on the outside, so he pops inside the wardrobe until another bus passes by. Just then the woman's husband arrives home, walks into the bedroom, opens the wardrobe doors and sees a man inside. "What the hell are you doing in there?" he demands. "You won't believe this says the carpenter but I'm waiting for a bus".

Now you guys who regularly read my monthly moans (all ? of you) may have noticed my odd reference to our new museum the M Shed and will the cost and over run be worth the wait and subsequent money spent.

Well my wife and I have visited the building, and after being redirected away from the railway line that runs in front of the M Shed and is used very infrequently (another case of elf an safety gone mad, a week later we could have played hopscotch on the line) and only allowed to cross over closer to the museum with the aid of a pleasant but no doubt well paid member of the local council, we finally gained access to the museum, and although quite nicely done I can't for the life of me see where £28 million of our well earned and quickly gone dosh in one form or another of taxes has been spent. There's a

mass of old photos and a few artefacts, and old Loadecker Bus, a Douglas motorbike, a mock up of a Rolls Royce Pegasus engine, a couple of old bicycles and an Anderson Air Raid shelter, and that's it really. There was a lift out of order, a toilet had out of order on the door, the upstairs exhibition area is still not finished, and (oh!) the marble staircase. Did we really need that when Bristol in the shape of John Lysaghts Steel Works and Stohert and Pitt were at the fore front of building in metal? Surely a steel staircase would have been more appropriate when the harbourside is dotted with steel fabrications in the form of cranes and bridges and it would have been a damn sight cheaper. Oh and why did they have to direct us out of the back of the building when the front door was open and in no way stopping anyone from passing through? The best bit for me was standing on the veranda overlooking the floating harbour to admire the splendid view, but we could have done that for a damn sight less than £28 million. Now I don't want to come over as a grumpy old man (who, me?), but was it money well spent? When we have a perfectly good museum at the top of Park Street, a big and definite "No". I would have preferred the money to be spent on our so say "Care in the Community", hospitals, care homes, nursing staff, etc. It seems to me that the whole exercise has been one big and bloody expensive ego trip for our City

Council Leaders (a big question mark over Leaders, just think we could have had at least another 28 council leaders for the cost of the M Shed) so perhaps it was money well spent after all!

And now, just to rub salt into our already financially sore wounds they want to carry on with a tangled version of an Intergrated Transport System which will probably mean Bendy Buses that are totally unacceptable for our already over-used roads. But the buggers don't stop there. Due to a major shortfall in central government funding they want Bristol's local businesses to pay for a scheme that won't work and nobody wants in the form of charging businesses money for every car parking space they provide for their staff. It's only a local council that's run by a totally out of touch bunch of sad losers that could ever dream up such a scheme like this, but the frightening bit is that they will probably push on with it in total defiance of local public opinion.

Pilbeam's Progress

After Silverstone's Sprint maladies we remade the gear change rod (much stronger), stripped the gearbox to make sure everything was ok and all the internals seemed to be in good order apart from the dog teeth on 2nd and 3rd gears which were quite badly burred and were dragging on the locating hubs thus not allowing the gears a free rotation and consequently making dog alignment more difficult. So with a high speed air drill and fine grinding stone I managed to de-bur the dogs. The misfire that Kev complained of is still a bit of a mystery and after removing the plugs to do a compression check which was fine we started the car up at it ran ok. So it was with a bit of trepidation that we set off for the double header at Pembrey. Kev and Chris went down on the Friday evening and DC and I went down on Sat morning. All seemed well with the engine and gearbox after Kev's first practice run although he said that he is still somewhat off

the pace due to his lack of competitive mileage in the Pilbeam. On his second run he was going really well and absolutely flew out of Honda and down the main straight at close to 140mph only to have the O/S front lower wishbone break sending him scurrying down the escape road at the hairpin. He managed to bring the car to a halt unharmed but a little shaken and stirred, it was then a suspended lift from the breakdown truck back to the pits. On close inspection it was obvious that it was not a quick repair as the rose joints are pressed into the wishbone and not forgetting that we didn't have a spare wishbone in deepest South Wales, so it was an early exit for Team Lealan and when we got back to Kendleshire about 3.00pm, Kev thought that if we could fit a new wishbone in time then he and Chrissy would have a shower, join us for a meal, and then drive back down to Pembrey on Sat evening for the Sunday runs. We managed to fit a new wishbone but without a really accurate geometry resetting, but all seemed reasonably aligned so we were quite happy for Kev to have a go on Sunday. We also invited that gannet DC for dinner. Dave may be a small bloke but by god he can't half put his food away! Anyway, we were more than happy to have him join us for dinner (just got to go shopping on Sunday to restock the larder - must remember to get a big trolley) as he's been a tremendous help to Kev and I.

It's 6.30pm and with everyone fed, watered and showered, Kev and Chris started their journey back to Pembrey for hopefully a better day's sprinting on the Sunday.

They've only been gone an hour when the phone rings and just to put a cap on the already troublesome day they have now had a tyre blow out on the trailer. Blimey it goes on and on but with the aid of a very helpful motorway service agency crew they get rid of the shredded tyre and knackered wing and fit the spare wheel, eventually arriving at Pembrey Circuit at 10.00pm. Bloody hell

what have we done to deserve such rotten luck? Hopefully, it's got to change for the better because there's no way it can get any worse!

Sunday was a better day apart from the mysterious intermittent misfire rearing its ugly head and the water temp getting quite high on his final run (Kev did say the marshals held him for an awful long time on the start line before the green lights came on thus allowing the water temp to rise quite high before he even left the start line). But with all these problems Kev still managed a very creditable 8th quickest in the top twelve run off. Not a bad result considering all the anguish, work and mileage covered over the last two days.

Back in the garage, the injectors are now back at Interpro to be tested on the flow rig. We carried out another compression test and drop down pressure test to make sure no damage was done with the engine running hot, we also did a cooling system pressure test which showed a water leak somewhere in the bottom hose area so it's off with the exhaust manifold to allow us to get a bit closer to the problem. We're hoping it's just a loose hose. So fingers crossed again Kev can have a less stressful weekend at the next weekend's sprint at Anglesey.

The water leak was no more than a loose clip on the bottom hose so it was a quick and relatively easy repair, DC came over with the injectors but Interpro could find no fault with any of them so the intermittent misfire is still a bit of a mystery. Anyway, with all the work done it's another double header at Anglesey on the 11th & 12th June so with Kev going up with Chrissy we're really hoping that they can have a good and trouble free weekend. I know I keep saying that but sod's law says our luck has got to change for the better before too long. Let's just hope it's now.

8th June, just done a run up in the garage and the Pilbeam sounds really good so

perhaps the test rig cleaned out any crap that may have been in the injectors. I removed, cleaned up, and copper slipped the disc pads as Kev did say that the brakes were binding when trying to push the car in the pits, so we're running out of things to do to make sure the long journey up to Anglesey in North Wales will not be in vain.

Blimey! It goes on and on. After a long and tiresome journey Kev was hoping for an easy day's sprinting but by now we should know better. He drove up on the Friday and come Saturday all seemed well in the pits; the Pilbeam started up well, sounded very good, Kev drove to the start area, shut off for a few minutes, started up and yes you got it in one, the bugger was misfiring, so Kev got off the start line gradually built up his speed and the Pilbeam cleared its throat only for it to start missing again at the next hairpin. So back to the pits, do a quick check and a call to me to discuss the problems, put the car back in the trailer, watch the rest of the day's racing, go to their B&B, have a shower, go out and have a good dinner, have a night's sleep and high tail it back to Kendleshire on Sunday morning.

It's the story of our sprinting life and very frustrating for Kev who has not only spent a lot of money on entries he's also spent close on £200 on fuel over the last two weeks.

Back in the garage I removed the DTA ECU and sent it back to DTA to check it over as it's the last thing we haven't checked.

June 15th, just had a call from a very helpful guy called Tony from DTA, and yes it goes on and on. No fault found with the DTA, but there is an update that they can re-program into the ECU so until we get it back I'm going to do another recheck of all connections in the Pilbeam. It's very strange because we have only had this misfire problem since the engine was rebuilt and new injectors were fitted. When I get the DTA unit back we will reinstall it and with a large, no, make that a very large slice of luck, the car

CASTLE COMBE WESSEX SPRINT

Saturday 6th August

MARSHALS NEEDED

Volunteers please contact Chief Marshal

Nick Wood: nickswood@hotmail.com

01275 833098 or 07786 936941

will run ok as Kev is desperate to do the Dick Mayo and to spend the weekend enjoying the Centenary Celebrations.

23rd of June, the DTA's now back in the car and a new master switch fitted as we're seeing a drop in voltage on the ground side of the electrics, we ran up the Pilbeam and again as before Anglesey it ran lovely and sounded very crisp, so all limbs crossed it's off to Combe on Saturday for a hopefully good days sprinting.

The wife and I are hoping to come up on the Sunday and to meet up with a lot of you past and present members and to have a good old chat, but depending on how Saturday went the word Pilbeam may or may not be banned from any conversation.

Sunday 26th, again another trying day at Combe, the car just kept going off song and after Kev's first 2 practice runs, we were running out of ideas but Stewart Robb did suggest to Kev at Anglesey that he would disconnect the alternator as he's had issues with them in the past and that they can send odd messages to the ECU. Steve Broughton of SBD also added that they have had issues

with ECUs and alternators. On memory we feel that the misfire may have been made worse since refitting the alternator, so we removed the alternator and associated wiring and hey presto the engine ran very clean apart from a vibration that we have not experienced before. People dotted around the circuit on the last 2 runs said that the Pilbeam sounded really good and strong and Paul Parker added "it's the best it's sounded all year". So Kev finished a fighting second to Terry Graves in his 3.5 litre Judd-engined GR37. Not a bad result considering our run of problems over the last few events and Kev's lack of driving time. So that's it then, we've cracked it! The Pilbeam's going to give us no more trouble and we're going to finish the season on a high note ... yeah, right!

We didn't manage to get back up to Combe for the Centenary on Sunday but I hope all of you guys that attended had a good day and many congratulations to the back room boys of BMC for arranging what appears to have been a super weekend.

Cheers, Mel

Backwell Hillclimb: 1935-1939

While during its early years the Club had largely been motor-cycle oriented, by the mid 1930s wider car ownership led to car-only events becoming more relevant. In June 1935 committee member Eddie Gill announced that William Garnett, the owner of Backwell Hill House estate, just off the Weston-super-Mare road, would allow the Club to use the drive for a speed hillclimb if they so wished.

The tarred drive from the main road up to the house provided a hill approximately 725 yards long, with the timed portion being 550 yards. It was rather narrow (average width was 12 feet) and bumpy for fast cars, and the gradient varied from 1 in 7.1 to 1 in 12.2. The steepest portions were halfway up, and at the sharp left hand corner just before the finish line.

The event, the Club's first tarmac hillclimb, solely for cars, was the first of its kind in the West Country (Prescott hill wasn't to open until 1937), and was scheduled for Saturday 17th August. An entry

new event perhaps accounted for the maximum of forty not being reached. However, with competitors being allowed to enter more than one class – they were still only entitled to two runs though – this resulted in 37 entries spread over four sports car, and one racing car, classes. Although the sports cars' engines could be tuned as much as they wanted, and surplus weight removed, they still had to be fitted with lamps and wings. Even so, several were also entered in the racing car class, while LW Avery entered his little LA Special in four of the five classes. A condition of the loan of the hill was that there should be no practicing. Most drivers took the precaution of walking up the hill beforehand, but not all ...

The event got underway at 2:50 pm, twenty minutes later than scheduled, RA Macdermid opening the hill in his "Cream Cracker" MG. Not having been able to previously drive the course most of the first runs were fairly circumspect, the first incident coming when LJO Bartlett clipped the inside bank of the sharp left-hander at the top of the hill with his front wheel, pitching his 1287cc sports MG into the air. Fortunately it landed all-square, and calmly changing down almost in mid-flight he accelerated over the finish line.

Even before the event had begun, some spectators had had to be moved away from obvious danger points. However as more arrived during the afternoon – the fine weather attracted a reported 4,000 crowd – many of them strayed into dangerous positions in the search for a good viewing point, so proceedings had to be halted while they were moved to safer places.

Getting under way again, the next car up, Clifford Coombs' 2-litre sports Caesar Special then arrived at the final bend much too fast, got into a slide, half-rolled, throwing

Steadman Special



of just 25 competitors was received, fourteen Bristol club members, with the remainder from the invited clubs: West Hants LCC, SUNBAC and the MG Car Club. The short timescale following the announcement of this

out the driver (fortunately without injury) and struck the bank heavily, severely damaging the car. Another to come to grief after charging the bank at the top corner was MH Taylor's 1.5-litre supercharged Alta; not having even walked the course Taylor later explained that he didn't know there was a corner!

In the interval between runs Macdermid, already having a clear advantage in the 850cc sports car class, bolted a supercharger onto his 847cc MG to tackle the racing cars. Despite clipping four seconds off his earlier time, he still had to give best to George Hartwell's racing MG Magnette (1071 cc supercharged), who clocked best time of day in 26 seconds dead to establish the first hill record. Class winners were Ivo Peters (1500cc Frazer Nash), and West Hants LCC members S Curry (Ford V8 saloon) and LW Avery. The last car came up at 6 pm to complete a thoroughly enjoyable afternoon's sport, while a collection had raised £17 for Bristol Children's Hospital.

Following that first successful event hillclimbs were held annually at Backwell for another four years. In 1936 Macdermid was again best sportscar, and overall FTD went to John Bolster in the Bolster Special "Bloody Mary". Other entries included Earl Howe and Austin works driver Bert Hadley, while Hugh Dunsterville debuted the Freikaiserwagen. Unfortunately Pat Driscoll, demonstrating the latest works Austin racer, crashed on the wet track, hitting a tree and overturning. Although suffering a fractured skull he later recovered, but never raced again.

The following year William Garnett had the whole hill widened, retarred and adverse cambers removed, at a cost of £700.

Upcoming Club Nights

2nd August

6th September

Classic Trials Evening - learn more about this friendliest of events.

4th October

Motorsport Quiz Night

Also new for the 1937 event, practice runs were allowed. Bolster lowered the record to 23.3 sec to beat David Fry in the revamped Freikaiserwagen, while Macdermid's MG was

RA MacDermid at the final corner



once again best sportscar. 1938 featured another battle between Fry and Bolster (this year in his four-engined 4-litre Special), Bolster again triumphed, with a new record of 23.0 sec. In the wet 1939 event it was Sydney Allard who mastered the conditions best, using mostly second gear to set FTD of 26.2 seconds in his V8-engined sports car.

Two months later the outbreak of World War 2 brought motorsport to a halt.

Pete Stowe

2011 Fantasy F1: Britain

Name	Driver 1	Driver 2	Chassis	Engine	Points
Matthew Norris	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	838
Matt Nichols	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	838
Marcus Rainbow	Lewis Hamilton	Paul di Resta	McLaren	HRT	629
Keith Attwood	Lewis Hamilton	Narain Karthikeyan	McLaren	Virgin	624
Andy Laurence	Timo Glock	Jerome D'Ambrosio	McLaren	Renault	537
Ali Perry	Fernando Alonso	Adrian Sutil	Renault	HRT	333
Dave Greenslade	Fernando Alonso	Timo Glock	Virgin	Renault	317
Julian Rainbow	Lewis Hamilton	Adrian Sutil	Williams	Lotus	261
Chris Dymock	Lewis Hamilton	Heikki Kovalainen	Williams	Toro Rosso	258
Adrian Taylor	Jenson Button	Paul di Resta	Williams	Lotus	236

Wiscombe Park Hillclimb: 3rd/4th September 2011

If you've never been, you don't know what you're missing. So I'll tell you. A scenic valley with a ribbon of tarmac winding its way from bottom to top. Open pasture at the foot of the hill is covered at a great pace, cresting over Bunny's Leap before turning right through the gate into the woodland. From here, the hill



tightens and winds more steeply up the valley side with undulations and variations in corners making this section a real challenge up to Sawbench Hairpin. The main straight follows before Martini hairpin and the finish.

Bring a tent and join us for the weekend. Whether you're marshalling, competing or spectating, you'll be very welcome. Marshals are well looked after with good food and drink and the action is normally brilliant to watch with running commentary the whole weekend.

What's On?

July

July 23-24	Midsummer & Classic Hillclimbs	www.shelsley-walsh.co.uk
July 30	Thruxton Historic Racing	www.barc.net

August

August 2	Club Night	Bristol Motor Club
August 6	Wessex Sprint	www.bristolpegasus.com
August 6-7	VSCC Hillclimb	www.prescott-hillclimb.com
August 7	Dyrham Park Family Picnic	Bristol Motor Club
August 13	BARC Curborough Sprint	www.barc.net
August 13-14	Caterham Cup Meeting	www.castlecombecircuit.co.uk
August 20-21	World Series by Renault	www.silverstone.co.uk
August 21	The Mendip Car Trial	www.bristolmc.org.uk
August 29	Top Marques Sportscar Raceday	www.castlecombecircuit.co.uk

September

September 3-4	5 Clubs Wiscombe Hillclimb	Bristol Motor Club
September 6	Club Night	Bristol Motor Club
September 10	MGCC Wiscombe Hillclimb	www.bristolmc.org.uk
September 11	Great Western Italian Day	www.italianautomotoclub.co.uk
September 17	Rally Day	www.castlecombecircuit.co.uk
September 17-18	HSA Speed Championship	www.shelsley-walsh.co.uk
September 18	Chivenor Sprint	www.ndmc.org.uk
September 18	Ross AutoSolo	www.rossmotorsports.co.uk

Top tips this Summer include the Wessex Sprint at Castle Combe on 6th August held by our friends at Bristol Pegasus Motor Club. Entries and marshals gratefully accepted! The next day, you could do worse than join us all for a family picnic at Dyrham Park with a guided walk up the historic hillclimb course. Meet us there at 11:00 and pack some nibbles! You'd also be well advised to come with us to Wiscombe on the first weekend of September. Bring a tent and spend the weekend competing or marshalling. You'll have a ball!

Dyrham Park

On October 2nd we are returning to Dyrham Park to run a Speed Hill Climb up the main drive. This marks the 50th anniversary of our first event at the venue.

Back in 1961 the drive was in poor condition and the landowner, Justin Blathwayte, and the new owners of the house, The National Trust, were approached by the Club and after lots of negotiations it was decided that, if we re-surfaced the complete drive, we could run Speed hill Climb events. That tarmac is still in use today and has only just needed repairing because of the heavy use by the mini-coach that takes visitors to and from the house.

Our first event was a 'closed to club' meeting to get the feel of the venue and iron out any problems when it came to running any future National Events.

The timed course is just over 800metres and speeds of well over 100mph were recorded at the finish line once the powerful single-seat racing cars were allowed to run. The early 1960s was the 'Mini' era with one class for 850cc Minis only, the sounds of which were very distinctive as they roared up the hill. It was also the age of Austin Healey Sprites and MGAs. Mixed in among them were the odd Bugatti, Lotus

Elites, Lotus 6s and 7s, Aston Martins, Allards, TR3s and Morgans, all of which put in some very quick times.

Amongst the single-seat racing cars were several 500cc Coopers and 'Specials' - a formula that started in Bristol. The city was a centre of engineering excellence with companies producing a vast range of products from aircraft to buses; oil drums to slot machines; etc. so there were many talented young engineers who produced very innovative racing cars and hand-built 'specials'. The average club member competed in his 'everyday work car' (after depositing the family in the paddock) - very few cars arrived on trailers.

At our first meeting, one member asked his mother if he could borrow her brand new Triumph Herald Coupe to go and watch his fellow members compete at the Hill Climb. After competing he thought he had got away with his story. But, on Monday evening, while the family were eating their meal, the local news came on TV with a report of the new Hill Climb at Dyrham Park. They only showed one vehicle, covered in numbers, ascending the hill. Can you guess which car they featured? He never borrowed it again but afterwards went on to be a very

Dyrham Park Family Picnic

11:00 7th August 2011

If Phil's given you an appetite to visit Dyrham Park, then join us for a picnic. We'll meet in the car park, the entrance to which is clearly signposted from the A46 a couple of miles south of the M5. At 11:00, we will catch the bus to the bottom of the hill and walk up with a guided tour from those members who know the hill well. At the top, we'll lay blankets and have lunch in the wonderful surroundings. If you don't fancy a picnic, there's a great café next to the house at the bottom of the hill. See you there!

successful hill-climber in Morgans.

There were many 'characters' competing in those days. I remember one lovely old chap who drove a massive Invicta and he kept his crash helmet in a beautiful Victorian Top-hat box. Most competitors took part for the sheer hell of it and thoroughly enjoyed every minute, trophies were just a bonus.

In the 1960s the party after the event at the local pub was not to be missed, drink/drive laws did not exist then. On one occasion, when the landlord of the pub was very upset by his car park being filled with racing cars and some trailers, he became very rude and told us to leave. What he did not notice was a smartly dressed customer that his barman was serving with an enormous number of expensive drinks containing spirits and mixers. When the customer was asked for the best part of £60 (a great deal in those days) the barman was told that, unless his boss apologised for being so rude to his fellow members and made them more welcome, he could separate the drinks into spirits and mixers and put them all back into their respective bottles! The landlord was pleasantness itself after this and we continued to patronise his establishment and boost his profits.

The events then started to get big-name entrants and we achieved National status with rounds of the Hill Climb Championship. To watch the big-engine racing cars at such close quarters was very spectacular. The place to watch most of the action was just before the last corner, as the cars accelerated up the short straight after the hairpin and then braked heavily to get round the bend. As the ground drops away quite steeply at this point masses of straw bales were used to make a safety barrier and the poor marshals spent most of the day rebuilding the barrier because it was the 'going off' spot! The slope of the grass area beside the drive makes for excellent viewing but the small saplings of the 1960s are now



Photo: Jim Gaisford

very large trees so a great number of bales will now be needed to protect them from the drivers and vice versa!

We ran meetings until 1966 when the National Trust took over the parkland. A group of visitors complained to the NT that they were not permitted to drive down to the house and their day was spoiled by noisy racing cars. The National Trust would not then renew our lease and we were asked to leave. We felt like ripping up our tarmac and removing it, as it had cost our Club a good deal of our hard earned funds.



It is a good job we did not do that as the National Trust has now asked us back and we will be able to drive over our old tar!

We hope to have a display of some of the cars that competed back in the 1960s, as many of their drivers are still involved in motorsport, and we hope to welcome more modern cars and their younger drivers.

So join us at Dyrham Park, one of the finest settings in the country for a Hill Climb to compete, HELP, or spectate. Bring a picnic (or use the NT Restaurant and swell their funds) and have an enjoyable day out.

Phil Ramney

Dick Mayo Sprint

Our Centenary celebrations began in some style on Saturday 25th June with a large 140 plus driver entry for the annual Dick Mayo Sprint at Castle Combe circuit in the very safe and secure hands of Simon Mayo, who as Clerk of the Course, was at helm. The weather forecast proved to be half right in the end by predicting rain overnight followed by dry but overcast conditions in the morning with sunshine breaking through in the afternoon. On the day, this translated into the rain largely clearing but with it remaining overcast all day accompanied by a biting wind that made it feel more than a little bit chilly at times. The dark clouds that were blocking out the blue skies above and with it the sun's radiance also reminding us occasionally of the heavy weight they burdened by releasing a few drops pretty much on cue every time anyone was brave enough to announce that the track was in fact now dry, which after first practice and some oil aside, was largely the case.

What a turn out though, what a fantastic day's motor racing and for those that either camped, returned back later on, or arrived especially to join in with the festivities, what a brilliant evening to boot, all thanks to the 12 months long hard slog of the organising committee. So very well done to you guys as everyone could clearly see how much effort had been put in and rest assured this really was a very fitting tribute from dawn to dusk and beyond leaving an appetite for more of the same. Although not necessarily on the same scale and hopefully not 100 years away either.

In terms of the sprint itself, it seemed that virtually our entire current crop of competing drivers were out at this auspicious event whether piloting something new, something borrowed, or something blue, yes the language was choice at times. Where in

the road going production classes, beginning with the Elise dominated Class A2 Nick Rainbow was finding it difficult to complete whole sentences after being 2nd car out in the slippery conditions of first practice in his first competitive drive of Graham Wild's ex Allen Harris Lotus. I think what he was trying to say were that the conditions were proving more than a bit tricky. When conditions on the day did improve Hugh Trotman led David Edwards home to a class 1-2 finish in their Elises with Graham Wild keeping them honest with his 3rd place finish.

Dave Greenslade resurrected his Mitsubishi 'Evo-Half' for this event from its 9 month slumber by getting it through an MOT (don't ask!), washing it, changing the oil and driving the 20 miles up the M5/ M4 to arrive and pull out a superb PB and 2nd in class A3 just 0.55 seconds behind Toby Harris in the infamous Puma Turbo. Dan Trotman driving in his Renault Clio led home Annabel, in her Ford Fiesta ST Mountune, with both achieving strong mid-class finishes. In the unlimited production class that is A4 the result could have gone to anyone, with the number of previous class winners present, not all in their past winning cars which of course only added to the intrigue. So first off welcome back to Matthew Bennett, this time in a lovely little Porsche Boxster, Adrian Jones in his immaculate Subaru Impreza RA, Trevor McMaster in the family Audi TT 3.2 and my closest rival in this class, which I now regard as the post Dave Greenslade years, Andrew Meek in his trusty Impreza STI.

Also present was Iain Collinson in the Volvo 850R, who after taking some advice from a fellow competitor, remaining nameless for legal reasons; Toby Harris – Bristol Pegasus, experimented with, and as it was witnessed, executed with some serious commitment a revised exit to Bobbies that

sadly resulted in a large impact with the barrier. Enough I suspect to cause the world to rotate on a slightly different axis and delaying the event by 20-30 minutes whilst the car was recovered and England repaired. Commiserations to Iain on that one, happens to the best of us you know, but most importantly you were unhurt and with a bit of help got back to Basingstoke safely, where interestingly an identical car with lower mileage awaits. The results in the end were predictably very tight and so very well done to everyone who entered.

The road going specialist classes saw Mike Smith partner Robert Bellerby in Mike's old Sylva Striker in B2, filling a gap before his new Sylva Riot is finalised for its first competitive outing (car displayed on Sunday). Whilst Ben Perry in his Fisher Fury, Nick Green in a Caterham 7 and Duncan Tarling in another Sylva Riot completed BMC's line up in B2. In the end Ben kept Mike at bay with the two coming in 1st and 2nd in class. In B3 Robert Perry was competing in a Westfield SE, as was Allan Giles with the pair both putting in decent performances to secure 3rd and 4th place finishes.

Peter Crewes, piloting his Britax Mini Cooper in class C1, was our sole entry in the first of modified and limited production car classes, finishing the day 2nd. Whilst in C2 Martin and Alastair Perry suffered a DNS in their Opel Tigra to leave Daniel and Phil Williams, who were sharing a drive in a Mazda MX5, to come home 2nd and 3rd. In C3 Brendon Jones returned in his supercharged Mk2 Escort sporting a shiny new and finally 'Sub-100 dBA' exhaust system along with skimmed front brake discs to help prevent tooth loss at the end of each straight. The car, which has been dry stored for the last 3 years, took all day to clear its throat properly but by the end was getting back into a decent stride once more. Mark Hockings was also out in C3 with his Audi S4 whilst Graham Rudge and Derek Wheaten shared a drive in their familiar red RS2000. In the end

it was Brendon who led the BMC contingent home finishing in 4th place.

Mike Rudge, in class C4, continued his crusade to travel quicker than many of the single seat racing cars by taking the mightily impressive Westfield SE1 to a class win along with new class record, just displacing Steve Broughton, in the SBD Westfield, into 2nd place right at the death. Matthew Hillam in the same SBD car came home in 3rd place with David Rae in his Westfield SE1 4th. The combined Sports Libre classes of E1 and E2 saw a number of BMC members competing including Peter Knight in his Austin Mini, Ed-Andy Laurence in the ever improving ADR Sport 2, which only tried to pirouette once, this time on the exit of Bobbies, Luke Trotman driving Ian Cameron's old Mallock Mk18B and Colin Early and Carole Torkington in their shared Darrian T9. Andy came out on top for BMC this time with a class 2nd ahead of Colin's 3rd and Luke's 4th place finish.

Hugh Trotman, 1st Class A2 Photo by Charles Alexander



The racing car classes had a particularly strong BMC showing starting in F1 with Dean Robertson in his "Dick" Terrapin and Chris Perry in a SFR1B. Chris in the end led the pair home to a class 1-2 after improving on what was initially a fairly modest lead after the first timed run in the afternoon. Up a class in F2 Simon Clemow was out for the first time in his very purposeful looking Force PT, despite

recovering from a motorcycle accident a few weeks before. This while Dad Martin was absent due to an apparently very popular five day music festival set in a muddy farm field somewhere in the middle of Somerset where bands like 'The Wombles' play. Sounds great, everyone to their own I guess. Also out in in F2 were Dave and Scott Pillinger in the very well engineered DSP IV, something that didn't go unnoticed by my father who was marshalling in the assembly area. He loves a bit of good old fashioned engineering and I can tell you that inboard suspension made his day. Jonathan Toulmin joined the F2 party in his Force to take a very well deserved class win ahead of Dave and Scott in 2nd and 3rd place with the still slightly sore Simon Clemow 4th.

Which just leaves the very serious class of F3 where Bob Adams was out in his Royale RP30, Terry Graves in the all-conquering Gould GR37 and Kevin Lealan in

the '£Blood, £Sweat and £Tears' Pilbeam MP62. In the end it was Terry who secured FTD, promoting Kevin into 1st position and Bob 2nd in the class. Very well done to all three and great to see the Lealan family machine beginning to give some return on investment as well.

This event was a total success from great competition in the classes to brilliant organisation throughout the day. The fact second practice was done and dusted by 12:00 noon, despite the slippery start, is testament to that. A special mention must also go to the team filling the assembly area and putting the cars out on track, where number and class order was rigorously maintained and there was hardly any delay once under the bridge. I think it's the best I've experienced at Castle Combe, so very well done to everyone involved.

Matt Nichols

Driver	Car	Capacity	64ft	T1	64ft	T2	Pos
Class A2 - Roadgoing Series Production Cars (1400cc - 1800cc)							
Hugh Trotman	Lotus Elise	1796	2.38	75.31	2.36	76.23	1st
David Edwards	Lotus Elise	1796	2.44	75.58	2.37	77.07	2nd
Graham Wild	Lotus Elise	1798	2.4	76.8	2.39	78.54	3rd
Nick Rainbow	Lotus Elise	1798	2.51	81.54	2.44	82.93	6th
Class A3 - Roadgoing Series Production Cars (1801cc - 2600cc)							
Dave Greenslade	Evo Half	1800T	2.28	74.81	2.33	78.81	2nd
Dan Trotman	Renault Clio	1998	2.7	84.37	2.68	79.35	5th
Annabel Trotman	Fiesta ST	2000	2.95	82.93	2.86	83.14	6th
Class A4 - Roadgoing Series Production Cars (over 2600cc)							
Matt Nichols	Megane RS	1998T	2.86	73.29	2.74	73.52	3rd
Andrew Meek	Impreza STI	1996t	2.17	73.5	2.15	73.54	4th
Matthew Bennett	Boxster 3.2	3200	2.65	73.67	2.53	74.25	5th
Adrian Jones	Impreza RA	2000T	2.37	75.27	2.17	74.28	6th
Trevor McMaster	Audi TT 250	3183	2.45	81.7	2.51	80.69	9th
Iain Collinson	Volvo S70R	2300	2.66	FAIL	DNS	DNS	DNF
Class B2 - Roadgoing Specialist Production Cars - Car Engines (1401cc - 1800cc) and M/C engines (876 cc - 1125cc)							
Ben Perry	Fisher Fury	893	2.52	69.46	2.44	69.36	1st
Mike Smith	Sylva Striker	1700	2.44	69.49	2.28	69.64	2nd
Nick Green	Caterham 7	1796	2.51	76.28	2.54	75.19	5th
Duncan Tarling	Sylva Riot	900	2.8	78.49	2.64	80.16	8th

Driver	Car	Capacity	64ft T1	64ft T2	Pos
Class B3 - Roadgoing Specialist Production Cars - Car Engines (Over 1800cc) and M/C engines (over 1125cc)					
Robert Perry	Westfield SE	2000	2.63	72.64	2.47 71.73rd
Allan Giles	Westfield SE	1998	2.61	78.34	2.55 74.944th
Class C1 - Modified Limited Production Cars - Car engines (up to 1400cc) and M/C engines (876cc - 1125cc)					
Pete Crewes	Mini Cooper	1380	2.98	75.14	2.84 73.872nd
Class C2 - Modified Limited Production Cars - Car engines (1400cc - 1800cc) and M/C engines (876cc - 1125cc)					
Daniel Williams	Mazda MX5	1597	2.72	80.97	2.7 812nd
Phil Williams	Mazda MX5	1597	2.78	83.16	2.65 82.963rd
Martin Perry	Opel Tigra	1598			DNS
Alistair Perry	Opel Tigra	1598			DNS
Class C3 - Modified Limited Production Cars - Car engines (over 1800cc) and M/C engines (over 1125cc)					
Brendan Jones	RS2000	2000	2.7	74.61	2.92 73.154th
Derek Wheaten	RS2000	1993	2.49	78.83	2.46 77.956th
Mark Hockings	Audi S4	2700	2.45	83.56	2.59 78.127th
Graham Rudge	RS2000	1993	2.47	83.03	2.59 FAIL 9th
Class C4 - Modified Specialist Production Cars - Any Capacity					
Mike Rudge	Westfield SEI	2300	2.14	63.61	2.22 61.81st
Steve Broughton	Westfield	1996	2.36	63.35	2.33 62.912nd
Matthew Hillam	Westfield	1996	2.52	67.27	2.37 64.093rd
David Rae	Westfield SEI	2000	2.44	74.45	2.39 70.974th
Class E1 - Sports Libre up to 1800cc and Class E2 - Sports Libre over 1800cc					
Andy Laurence	ADR Sport 2	999	2.49	70.56	2.35 68.292nd
Colin Early	Darrian T9	1998	2.24	72.33	2.15 69.813rd
Luke Trotman	Mallock Mk18B	1200	2.22	71.64	2.19 73.174th
Carole Torkington	Darrian T9	1998	2.38	86.5	2.32 77.36th
Peter Knight	Austin Mini	1590	2.78	85.11	2.73 81.897th
Class F1 - Racing Cars up to 1100cc					
Chris Perry	SFR1B	998	2.33	67.8	2.27 65.271st
Dean Robertson	Dick Terrapin	1080	2.33	68.39	2.13 67.992nd
Class F2 - Racing Cars (1101cc - 1600cc)					
Jonathan Toulmin	Force	1300	2.27	63.65	2.2 60.561st
Scott Pillinger	DSP IV	1399	2.18	61.55	2.17 60.582nd
Dave Pillinger	DSP IV	1399	2.3	62.59	2.28 61.953rd
Simon Clemow	Force PT	1397	2.09	64.01	2.1 64.184th
Class F3 - Racing Cars over 1600cc					
Terry Graves	Dould GR37	3500	2.13	58.66	2.1 58.41FTD
Kevin Lealan	Pilbeam MP62	1998	2.25	61.77	2.28 59.991st
Bob Adams	Royale RP30	1998	2.37	67.47	2.36 68.032nd

Hheelloo aanndd wweellccooome tooo
Dddrrriivee Bbbbyyy...

Oops, sorry about that but, just after I had fitted four new tyres (at a total cost of just £80 – quality!) and got a fresh, problem free MOT on the DymlyUberPanzerwagon, I started to experience a disconcerting, retina rattling vibration through the steering wheel at motorway speeds and a slightly disconnected feel to the front end around town? I had all the wheels rebalanced but the problem persisted, hmm... Further investigation with the aid of a trolley jack revealed the inner rim of the offside front wheel running far from true so, on the basis there was no problem when I originally purchased the car and I certainly haven't clobbered any kerbs or such like; thanks a bunch Bristol City Council, your Masters Degree in potholing is in the post....

A couple of weeks before the club's 100th Anniversary celebration weekend at Castle Combe, I went along with Matt (our respective ladies both having cried off with last minute arrangements to be elsewhere, somewhat surprisingly?) to the new(ish) Cabot Circus cinema to see the recently released film 'Senna'; and what a superb production it turned out to be!

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>

The whole film is pieced together from news reports, race day commentary, private film from family and friends and behind the scenes footage sourced from a number of countries, coupled with voice over interviews with his contemporary competitors, managers, mechanics and the like, and must provide what has to be one of the most comprehensive looks at Formula 1 of that era, warts and all, ever put together (and with all the plotting, scheming and generally twisted politics, highlights yet another reason why I constantly have misgivings about our Gallic neighbours!).

The film covers the decade from his entry into F1 (with a look at his early karting career) to his tragic death at the San Marino GP in 1994 and is made all the more interesting by the use of foreign film clips, which adds a greater depth to the various scenes not normally found in just the BBC's reporting. Go and see this film at the cinema if you get the chance or, at least, certainly purchase a copy when it's released on DVD in a few months time – recommended!

Now for this month's cerebral fodder – 100 years of Bristol Motor Club! I had been looking forward, with more than a little anticipation, to the celebrations organised at Castle Combe and my BMC anniversary weekend started at 'oh my God o'clock' on the Saturday morning to sign on for marshalling the Dick Mayo Sprint.

In a scene that immediately reminded me of part of the film 'Battle of Britain' (where a newly appointed young flight commander, who was only a sprog pilot himself a few weeks before, is allocated two recently arrived 'newbies from flying training school after asking "who is my number two" and then telling them "stick to me like glue" - yes, I know, I need to get out more...), when told I was in charge of the allocated post for

the day I also asked “who is my number two”? “ Nick, the chap over there in the biking leathers” came the reply from Chief Marshal Tony Shearman, adding “and he’s never marshalled before” - oh great! I’ve only ever marshalled at four or five events before so, time to ‘man up’ and grasp the nettle, so to speak.

After resisting the urge to say “stick to me like glue”, I ran through the general requirements of marshalling with Nick who turned out to be a great chap and, although he wasn’t a member of any motor club, had found the details of the weekend’s events on a website and decided to volunteer to come along to help out and see what it’s all about – top man!

“What post are we on?” asks Nick, “uhmm – oh crap, post 5, Quarry Out!” replies yours truly after checking the sheet, should be, erm, fun...

And that’s how I find myself being senior marshal in charge of a total newbie, at 8.30 in the morning as we try to ignore the cold, horizontal drizzle standing at what is most likely to be the busiest marshals’ post at Castle Combe Circuit – wonderful...

As the first competitors make their way gingerly around Quarry, it’s immediately apparent that the track conditions really are less than grippy which is reinforced a short time after the start of practice as the Caterham class obviously decides that it’s probably okay and promptly set out to prove it, only to discover that it is, in fact, more than greasy out there and twitchy moments subsequently abound en-mass!

After calling in a couple of “four wheels off” our first prang of the day occurs just before the post as a Caterham goes off-boarding and, after running parallel to the barrier for an impressive ‘will he, won’t he?’ distance, eventually falls victim the immutable laws of physics and makes a heavy contact which redesigns the front nearside corner and gives us our first red flag moment of the day. Fortunately it didn’t take long to clear up

PR/Press Officer Wanted

We’re still after a PR/Press Officer. We need someone who can help publicise our events and come up with great ways of getting the name of Bristol Motor Club out there.

If you think you can help, get in touch with a member of the committee (phone numbers on the inside front cover and email on the back cover)

and thanks go to Barry Green who dashed across from post four to help out (well, he is a very experienced marshal and a lot younger than me for that sort of thing!).

The rest of the morning goes surprisingly well, with only a minor four wheels off here and there and the track conditions improving as the drizzle eases off and the wind slowly dries the track – still didn’t get any bl**dy warmer though!

Returning from post ‘Stalingrad’ to the canteen for lunch and the paddock is looking very interesting indeed with some classic cars mixing with the competitors and a good number of people wandering around. And our post for the afternoon, once a hot lunch was polished off, was? Oh yes, post twelve – Bobbies, just before the finish line where car dynamics are all over the place through the chicane and everyone’s trying hard to get their best time – should be less than relaxing – again!

At least the prevailing conditions were improving as we manned our afternoon position and things went really smoothly for us, if not for a number of competitors who,

The deadline for submissions for the next issue of Driving Mirror is
19th August 2011



either flat spotted their tyres in brave demonstrations of late braking or, managed to leave the tarmac entirely!

I suppose it was only a matter of time before the odds became too heavily stacked and mid-afternoon a Volvo goes four wheels off on the still damp grass and, just as I pick up the radio to call it in, the Volvo's front end re-connects with the now grippy tarmac with what appears to be full left hand lock applied and promptly turns ninety degrees across the circuit to make a full front end contact with the barrier at an impressive, and more than a little worrying, velocity. Deep breaths exhaled as the driver gets out to survey the damage as we call it in and it's a good twenty minutes before a restart in order to rebuild the battered tyre barrier.

Red flags again a little later as another minor(ish) front end prang at Quarry sees a slightly damaged car drive around the circuit back to the paddock, unknowingly dropping power steering fluid from post four to post seven and resulting in another reasonably lengthy break in the proceedings to clear up the spill. At one stage we overhear on the radio a request for so much cement dust that

Nick and I actually discussed the probability of somebody building some sort of car proof bunker over at Quarry corner! In all, a very successful sprint and a great evening ahead with a hog roast, bar and live music to look forward to.

The evening was truly brilliant with more than enough hog roast and salads etc to go around, cheese boards the size of cart wheels, very good music from 'The Straw Dogs' and plenty of time to catch up and chat with other members – a very, very good social event!

My friend, Matt Nichols, was suitably chuffed with winning third place in class A4 in his fearsomely quick RenaultSport Mégane 250 Cup, which unfortunately didn't net him any tinware as there weren't enough runners in his class and which subsequently led to the funniest moment of the evening (among many). As we then embarked on the creation a suitable alternative award for Matt from a re-cycled polystyrene coffee cup, inscribed in best Biro with "3rd in class, Dick Mayo Sprint, Castle Combe, 2011" and which was duly presented to him by Bristol Motor Club Vice-Chairman, Nick Rainbow!

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**.

Date: Weekend in September, exact date TBC.

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

The change in the weather for the events programme on the Sunday was nothing short of miraculous, with the day probably being the hottest of the year so far!

The paddock quickly filled up with classic cars from every decade of the clubs history and the pit lane walls were lined with spectators as the cars in each represented decade carried out parade laps of the circuit.

Chatting to a number of the classic car owners proved to be fascinating with every owner having his story to tell and with more than a few that could legitimately be termed restoration sagas! Typical of this was one chap I chatted with about his rather lovely 1936 Singer who proceeded to tell me how he had originally purchased the car sight unseen as a restored chassis project and was rather taken aback when 'restored chassis' turned out to be just some heavy duty plates welded into areas where ferrous oxide had taken its toll over the years. Obviously not being someone easily put off by such minor things, he then went on a restoration epic that lasted twenty years as he scoured the planet for the parts required for this rare car. In the end he ended up with enough bits to build a second car, and that's exactly what he

went and did!

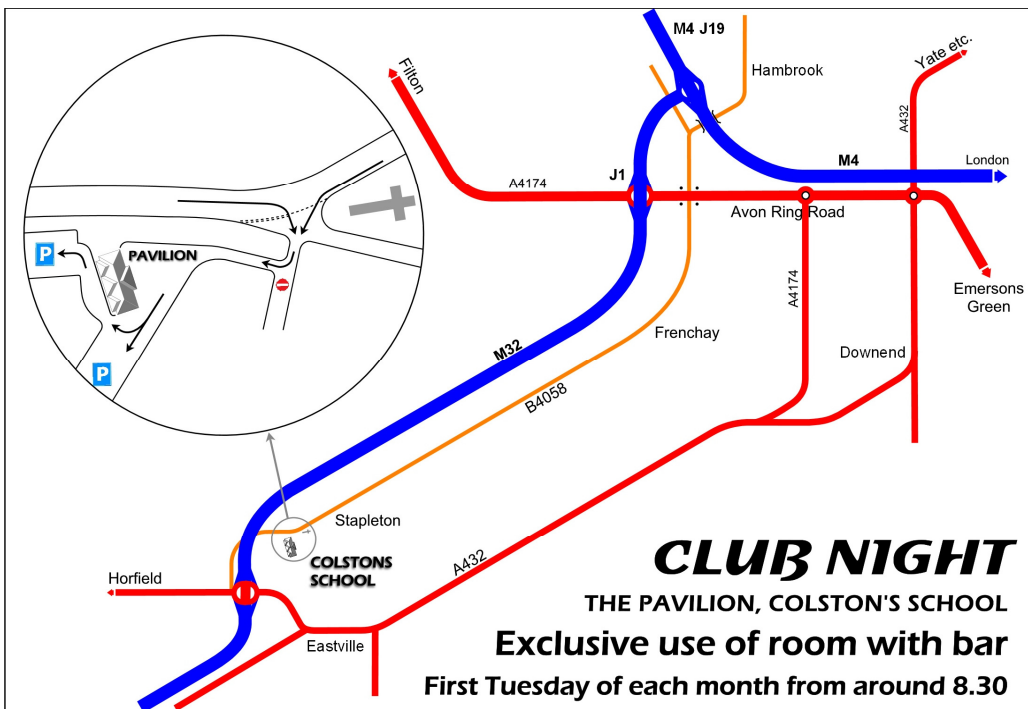
Add in the lunchtime champagne reception and I can honestly say this was, for me, and others I'm sure, a truly wonderful and memorable weekend.

And the icing on the cake was? Coming home on the Sunday evening after the anniversary events to the highlights of the European Grand Prix and the new series of Top Gear - what an absolutely brilliant weekend! It must certainly have taken the committee some serious overtime to organise this fantastic event so successfully and a deserved "well done" to all involved. Actually, I think the best way I can summarise this is best served by paraphrasing one of this nation's greatest leaders, Sir Winston Churchill:

Never in the history of Bristol Motor Club has so much been owed by so many to so few...and, if this Motor Club should last for another hundred years, its members will still say "this was their finest hour!"

Yes, that will do nicely; thanks Winnie.

Chris Dymock



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