

Driving Mirror



Great Western Sprint
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April/May 2012

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Dick Mayo Sprint: 23rd June 2012

Regs will shortly be on the website for the Dick Mayo Sprint. 0.75 laps of our favourite Wiltshire circuit, Castle Combe. The event will be followed by an evening lavished with great music, great food and great company and you can camp overnight and nurse your hangover at the Family Day.

STARTLINE

Allen Harris

Members who were at April Club Night will already have heard the disappointing news that there will be no re-run of Spirit of the 60s at Dyrham Park in October this year.

We had very positive feedback from the National Trust after the event last year, and they were definitely keen for us to run a repeat, even though there were considerable logistical problems that had to be resolved before we could consider doing so.

We also knew that there was a £3m+ refurbishment project in the offing that might affect things: the mansion needs a new roof, stonework repairs and new heating, but other problems have since come to light. So while the mansion is closed the Old Lodge Buildings on the estate may have to become the focus for visitors, but they are in need of considerable (i.e. £1m) refurbishment before they can fulfil this function. The Trust's management, both local and national, are fully occupied in planning and negotiations over finance, leaving no time or manpower to consider the particular demands of a motorsport-based event.

So, for the moment at least, it looks like last year's Spirit of the 60s may have to be seen as a one-off. However, our partnership with the Trust remains cordial and constructive, and I am confident that we will be back there in the future. They regard the hillclimb that we organised in the 1960s as a valid part of Dyrham's history, to be remembered and celebrated just like any other event in the estate's past. In fact, having a break after our 2011 event is probably a good thing: it will give us time to come up with a new theme and formula and will, I think, strengthen future events.

Last month's Great Western Sprint was remarkable for several reasons. Although it was slightly late getting started as not all the marshals' posts were manned (or womanned), all was well until about the third car to run laid an oil slick through Camp Corner as far as Folly. Then followed the first 20-minute break in proceedings that somehow seemed to set the pattern for the rest of the day. OK, for many competitors it was the first event of the season, but then it always has been, and yet this time we witnessed an unprecedented number of bits of bodywork and wheels flying off, broken wishbone mountings - you name it... Paul Parker summed it up: "We've got the best weather we've ever had, we've got the best timekeepers we've ever had, and we've had more f**king stoppages than we've ever had!" The result was, simply, that the event ran out of time, and had to be brought reluctantly to a close without the Top-12 run-off taking place.

I don't want to say too much before the organising team has had its post-event discussion, but running this event successfully has always been dependent on disciplined competitors, reliable cars, good weather, reliable infrastructure, and efficient organisation.

Upcoming Club Nights

1st May

General Meeting & club night.

12th June

Not the usual first Tuesday!

3rd July

The Short Shift Motoring Quiz.

My perception as a Club Steward was that three of those five conditions were satisfied: the organising team under Simon Mayo did all they could, including having engaged the most professional and reliable timekeepers, and we were very fortunate with the weather. Now I suspect the organising team will turn their attention to how best to mitigate the impact of the other two conditions not being met in the future.

As a postscript, my own contribution, the provision of the CCTV link, was not completely free of the jinx that plagued the event: when I checked the video cables before returning them to stores, the one that had delivered uninterrupted pictures all day had mysteriously developed a fault overnight...

Having heard good things about Hagley & District's Loton Park hillclimb, Nick Rainbow and I decided to see it for ourselves on Easter Monday. The day was blighted by driving rain, but the trip to Shropshire was definitely worth making. The setting, in a deer park, is magnificent, and the long narrow course, with its undulations, down-gradients as well as up, and its varied corners, clearly presents a challenge for competitors and a great spectator experience. Our own Hugh Trotman and Andrew Meek were competing on Monday, though Trevor McMaster and the rest of the Trotman family had been out in force the day before. Congratulations to Hugh on winning his class in the treacherous conditions; commiserations to Andrew, who was pipped by a mere 0.42 secs in 1.C. Many claim Loton to be the best hillclimb in the country, and on the evidence of one visit it seemed to Nick and me

a justifiable claim. Maybe a Bristol MC sprinters' weekend next year?

This has so far been a bumper year for new members - 23 since 1st January! In the past month alone, we've been joined by Andy Meek's son Geraint, and at the charity AutoSolo by Crispin Wells, Mark Heady and Alison Bisping. Rich Tilley came to have a look at the Great Western Sprint, and after having a chat with Dave and me went away with a big grin on his face and joined up a few days later.

At April Club Night there were five new faces, and I don't know if they were expecting the rough and tumble of the General Knowledge Quiz that we laid on, but two of them, Adam Baxter and Iain Aldridge (ex-Bristol University friends of Matt Claydon and Dean Hogarth), found themselves in the winning team! So congratulations to them (and of course to Chris Dymock, Matt Nichols and Chris Buckley). Adam and Iain were clearly expecting to enjoy themselves because they had already filled-in application forms and joined immediately! Completing the roll call of new members so far this month is John Lilly from Crickhowell. A very warm welcome to all of you - I hope you will enjoy your membership and I look forward to seeing you at future events and club nights.

I guess we must be doing something right...



Llandow Sprint: 5th May 2012

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

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



Great Western Sprint

In Bristol, there was bright sunshine, but thick fog lay over the paddock at Castle Combe. At 07:00, the paddock was waking up and competitors were getting ready for, what was

Bird suffering an oil leak at the apex of Camp, not noticing the leak until Quarry, leaving half a mile of oil down the straight, through Folly and up Avon Rise. It was only 25 minutes before



for most, the first event of the season. It wasn't long until the fog cleared and bathed the circuit in bright sunshine. The drivers' briefing was held and the marshals sent to their sunshades around the circuit in anticipation of the start of the Bristol Speed Championship. Rumours have it that the lesser known ASWMC

the marshals had finished their workout and cleaned the track. Several more drivers blew the cobwebs from their cars (and driving skills) before the practice session ended in a later than expected lunch break.

After lunch, the timed runs got going. First out were Class C1, where Brian Davage



Championship and the frankly obscure British Sprint Championship also commenced that day.

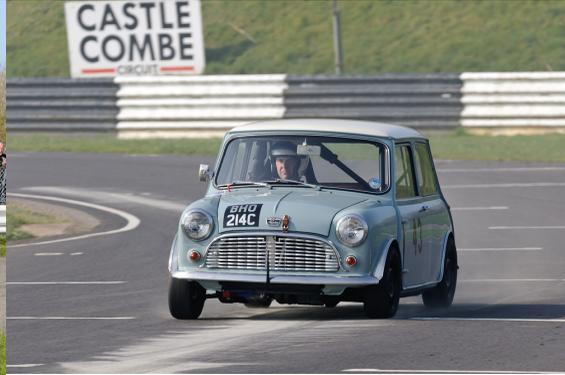
First practice got underway with the ModProd brigade at 09:00. It wasn't long before we had our first stoppage with Lewis

took a comfortable win over Charlie Brisker in their Minis. C2 was won by Andrew Steel in his 106 GTi, after the others in class failed to start. C3 was a tussle between Tim Clarke and Andy Trayner in their shared and rather awesome-

sounding Audi Quattro. Tim took the honours on the final run by just 0.8 seconds. C4 had just one runner, but that doesn't show just how fast Craig Sampson was in his Westfield, placing 15th overall as the fastest driver not in a single seater and nearly dipping under 130 seconds.

Next out were the sports libre cars with Andy Laurence taking the win in his ADR

won in his Chaplin Hornet. Long time club member, Simon Clemow, brought the Force home in 3rd place with double-driving dad, Martin, in 5th, following Carole Torkington in 4th place in her OMS and Chris Bennett in 6th behind the wheel of his Van Diemen. Class E3 also had a close battle with Mark Smith and Steve Broughton separated by 3 hundredths in



despite losing a wheel on his final run and club member, Peter Knight, 5th in his Honda-engined Mini. British Sprint Championship contender, Jim Belt, won class D2 in his Juno, which was sporting new 2012 specification bodywork producing so much downforce it ripped the retaining fastenings from the chassis. He denied Colin Early a class win in his Darrian.

the first run and 0.17 seconds in the second run with Mark taking the win in their SBD Reynard. Scott Pillinger did a fantastic job to bring the DSP IV home in third place on its first outing with the new supercharged Hayabusa engine. Dave Pillinger followed a couple of seconds behind in 5th place. Class E4 was populated with a glut of ex-F1 engines sat in lightweight



D3 consisted of just Alison Lock in the Mini.

The single seaters followed the sports libre cars onto the track with Graham Harden piloting his Mk6 Jedi to the win in class E1. Class E2 saw a closer battle that Ian Cameron

chassis and Stewart Robb duly took FTD in his Pilbeam for the second year in succession.

Next out were the roadgoing classes and starting with A1, Ross Whittock took the win in his rapid 1380 Mini, whilst Gary Hendy



brought his Charade GTi home in 3rd place. A2 was won by High Trotman in his Lotus Elise, beating the rest of the class by more than 10 seconds. A3 went to Toby Harris in his Puma from Dave Greenslade who beat his previous personal best time by several seconds to finish a brilliant second in his Evo Half. Lisa Selby

win in B1. B2 was a BMC washout with Ben Perry in his Fury narrowly beating Mike Smith in his Striker, taking the win on the final run and cementing his position as the fastest driver in a road legal car. Tim Richardson and Nick Green has a battle in their Caterhams, finishing in third and fourth places respectively as Nick's final



brought the Puma shared with Toby home in 3rd place and Dan Trotman brought his Clio home in 7th place. A4 was a close affair with Trevor Hartland finishing on top in his Evo 6.

Class B followed on with a class full of Healeys battling it out. Tom Walker took the

effort was not quite enough to topple Tim. The final class to run was B3 and Rob Perry took a comfortable win in his Westfield ahead of Chris Buckley in his rather mental turbocharged Dax and Keith Attwood who was a little pale after his spin at Folly in his turbocharged Elise.



Bristol Speed Championship 2012

	24th March	Castle Combe 5th May	Llandow 23rd June	Castle Combe 1st September	Wiscombe 2nd September	Wiscombe	Total	Overall Position
Rob Perry	47.94	0.00	0.00	0.00	0.00	47.94	1	
Chris Buckley	43.86	0.00	0.00	0.00	0.00	43.86	2	
Keith Attwood	43.10	0.00	0.00	0.00	0.00	43.10	3	
Hugh Trotman	39.29	0.00	0.00	0.00	0.00	39.29	4	
Ben Perry	30.43	0.00	0.00	0.00	0.00	30.43	5	
Simon Clemow	28.76	0.00	0.00	0.00	0.00	28.76	6	
Mike Smith	27.38	0.00	0.00	0.00	0.00	27.38	7	
Andy Laurence	23.13	0.00	0.00	0.00	0.00	23.13	8	
Scott Pillinger	20.45	0.00	0.00	0.00	0.00	20.45	9	
Dave Greenslade	20.15	0.00	0.00	0.00	0.00	20.15	10	
Donald Maclver	18.81	0.00	0.00	0.00	0.00	18.81	11	
Dave Pillinger	18.41	0.00	0.00	0.00	0.00	18.41	12	
Carole Torkington	17.27	0.00	0.00	0.00	0.00	17.27	13	
Matthew Bennett	17.17	0.00	0.00	0.00	0.00	17.17	14	
Tim Richardson	16.36	0.00	0.00	0.00	0.00	16.36	15	
Nick Green	15.33	0.00	0.00	0.00	0.00	15.33	16	
Colin Early	12.72	0.00	0.00	0.00	0.00	12.72	17	
Andrew Meek	12.50	0.00	0.00	0.00	0.00	12.50	18	
Martin Clemow	12.38	0.00	0.00	0.00	0.00	12.38	19	
Dan Trotman	10.79	0.00	0.00	0.00	0.00	10.79	20	
David Bain	7.27	0.00	0.00	0.00	0.00	7.27	21	
Chris Bennett	7.19	0.00	0.00	0.00	0.00	7.19	22	
Bob Adams	4.70	0.00	0.00	0.00	0.00	4.70	23	

A K-Series Reborn: Part 2

In part I, the engine was stripped and I was at Rog Fabry's getting the block reworked. I was also dropping off the head with him so he could work his magic in the porting department and making sure the head is "up to the job".

Well, they say you never know an engine until you've had it apart and inspected it. The block as we know wasn't perfect but the head takes this to a new level. On the outset the head looked fine, well in my eyes it was. However Rog wasn't quite so complimentary about it. The first problem he found was someone had put a helicoil into

hadn't been removed to do it. This was apparent by the helicoil wire still in place and bent out of the way by the spark plug.

This was resolved quite quickly but I was now starting to think what else could be wrong with this engine. Shouldn't have asked that one! Next issue seemed to be that Rover had an "off" day when putting my head together and one of the valve seats was put in at an angle only to be described as a "jaunty angle". Then, to add insult to misery, the last thing on the list was corrosion on the inlet face of the block and, more worryingly, on the head face near the firing ring. OK, the head is over ten years old so I guess it's OK to expect some wear and tear. Rog was confident that he could fix all this and set about working on it.

The corrosion on the inlet face was repaired by basically peening the area around it then adding aluminium weld to the area and finally machining it all flat again. Clever process and it produced an as-new face on the head.

The head face was also peened and then skimmed, this removed any porosity of the head which the K series head is known for. In fact this was the only good news I got from Rog was the head was a good'un and had no porosity.

Rog then reassembled the valves into the head and it was ready for fitting...and how good it looked as well.

The block was also returned from the engineering shop and Rog completed the decking and the liners were loose fitted. So I now had a shiny head and block for my engine...but it still didn't look like an engine.



one of the spark plug holes, this job must have been done on the cheap as the head





Carrying on the “must make it reliable” theme, I set about fitting a baffle to the sump. Oil surge isn’t really a problem on track with the K in the Elise but better safe than sorry is what I say. The baffle is designed to sit in the sump and then clamped in place when you bolt the sump to the block. Me being a fussy bugger, I found a local aluminium welder and permanently fixed it to the sump.

Carrying on with the bottom end I decided to get clever with the Plastigauge and measure the clearances on the crank mains and big end. Well, this is where my lack of experience starts to show with the K series engine. As you are probably aware, the K series is a bunch of aluminium blocks (for want of a better word) bolted together with 10 long bolts. What this means is that the main bearings aren’t “round” until the entire engine is bolted together and torqued up. I didn’t know this, in fact you can imagine I was a tad confused when the Plastigauge was suggesting my clearance on the mains was 0.1mm. I could drive a bus through that gap!

So a change of plan for the measuring I purchased a digital Micrometer and used it to measure the crank journals, at the same time checking they were still round. The measuring was complete, which took a few hours more than I was expecting. On the crank and crank ladder are a bunch of numbers that cross reference to give the right bearing sizes. With the measurements I had taken I was able to double check the

bearings recommended in the table were the correct sizes. I then trundled down to my local Land Rover dealer and ordered up the bearings. The advantage of buying them from Land Rover is they are still British made. The standard MG bearings are actually good quality and should be up for the job of this engine. High RPM is what generally kills the K and because I am super charging I can cap the rpm to a safe 7000rpm. As you’ve probably realised I am also keeping the standard crank for the same reason that it will be more than man enough for the job.

With everything measured it was time to send off the entire bottom end for balancing. After a lot of ringing around a company called Rob Walker Engineering came to my attention. He had a good reputation and unlike some places didn’t charge the earth. I dropped off the crank, pulley, rods, pistons, flywheel and clutch cover with him and collected a week later. Everything was marked up ready to be bolted back onto the car.



Next on the list was to build up the pistons and rods. Unlike the OEM items, in which the gudgeon pins are pressed in, the aftermarket pistons use circlips, which makes assembling them a lot easier. The pistons I am using are forged items from Accralite. These pistons have a large dish design to enable me to run a lower compression. Because there is more meat needed in the top of the piston to create this dish the rods have been shortened by 3mm. The rods

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

SATURDAY

Dick Mayo Sprint

Hog Roast

Live Music

Free Camping



SUNDAY

Celebrating

50 years of

the AC Cobra

the Lotus Elan

the Mk1 Cortina

the Triumph Spitfire

Competitions - Static and On-track Displays - Model Car Racing

Bring your sports car and drive the family round the circuit
or bring your bikes and cycle round with them!

themselves are Carillo steel H pattern for increased strength.



What should have been a straight forward job was not going to be as the piston wasn't rotating around the gudgeon pin. Odd I thought, so I took them apart again to see if I could work out what was going on. On inspection of the pistons I noticed that on the

roof of them was what can only be described as a pin. This I am guessing is there to guide oil into the small end on the con-rod. However this "pin" fitted perfectly into said small end bearing hole which of course stopped the piston rotating around the gudgeon pin.

I gave Accralite a call the following day and I spoke to a very apologetic engineer who explained to me that these "pins" should have been removed as part of the finishing process. As it turned out I was right that they are designed to drop oil into the small ends on some cars, but the supercharged K isn't one of them. They kindly offered to take them back and machine them properly. However as I now knew they could be removed I got the Dremel out and whipped them off. So we are now ready to start assembling the bottom end...

Rob Clarke

What's On?

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

Fantasy F1 Championship: China

At the start of the season, McLaren emerged as the team to beat. Jenson Button was fastest out of the blocks and stormed to a win in Melbourne. In the rain-affected race in Malaysia, Ferrari showed some pace and Alonso took the win thanks to an error by Sergio Perez in the closing stages. Alonso now led the championship, despite having a car that was clearly off the pace in dry conditions. On to China and Mercedes made great use of their F-duct DRS-enabled front wing to snatch the front row of the grid for the first time since Fangio and Moss. Of course, nobody expected the form to last beyond lap 10, but Rosberg took the most convincing win of the season, winning by over 20 seconds from a hard charging Button and Hamilton. 3rd to 16th place was covered by less than 25 seconds, showing just how close the field is.

It's a similar deal in the Fantasy F1 Championship with Russell Filby out in the distance wondering what's happening behind and the next 7 entrants covered by just 18 points. Julian Rainbow has a one point

advantage over Dave Greenslade and Adrian Taylor who will be split by the bonus round at the end of the season (or not). A great little three-way is going on between Mark Gray, Matt Nichols and Mike Cole. Mark and Matt will also be inseparable until the end of the season.

Clearly, those who have chosen McLaren have scored well and those with Rosberg in their team have done well in the last race. Di Resta is a popular choice, but he's not performing as he did last year, gaining most of his points by overtaking during the race. A step forwards by Red Bull could also see a wholesale change in the standings and Ferrari's pace will undoubtedly improve and put a grin on the faces of most of the second half of the field.

The highest performing drivers are Hamilton (105), Button (93), Webber (69) and Rosberg (62), whilst the best performing teams are McLaren (190), Red Bull (112), Mercedes (108) and Lotus (61).

Andy Laurence

Name	Points	Driver 1	Chassis	Driver 2	Engine
Russell Filby F1	495	Jenson Button	McLaren	Paul Di Resta	McLaren
Julian Rainbow	400	Lewis Hamilton	McLaren	Kimi Raikkonen	Lotus
Dave Greenslade	399	Jenson Button	McLaren	Lewis Hamilton	Force India
Adrian Taylor	399	Jenson Button	McLaren	Lewis Hamilton	Force India
Mark Gray	386	Nico Rosberg	Red Bull	Paul Di Resta	McLaren
Matt Nichols	386	Nico Rosberg	Red Bull	Paul Di Resta	McLaren
Mike Cole	386	Paul Di Resta	Red Bull	Nico Rosberg	McLaren
Scott Boulton	382	Lewis Hamilton	McLaren	Kimi Raikkonen	Ferrari
Nick Green	362	Jenson Button	McLaren	Fernando Alonso	Williams
James Hurford	329	Sebastian Vettel	Red Bull	Sergio Perez	Red Bull
Chris Dymock	274	Fernando Alonso	Red Bull	Kimi Raikkonen	Lotus
Tony Streeting	266	Jenson Button	Red Bull	Felipe Massa	Lotus
Anti-Schumi	184	Kimi Raikkonen	Caterham	Bruno Senna	Red Bull

BRISTOL MOTOR CYCLE AND LIGHT CAR CLUB LIMITED

NOTICE OF ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE 61st ANNUAL GENERAL MEETING of the Company will be held at 8.30 pm on Tuesday 1st May 2012 at The Pavillion, Colston's School, Stapleton, Bristol BS16 1BJ for the following purpose:

1. To approve the minutes of the last Annual General Meeting held on 3rd May 2011.
2. To receive and approve the Accounts for the year ended 31st December 2011 and the Report of the Directors thereon.
3. To consider and approve an increase in Subscriptions with effect from 1st January 2013 to:

Full membership	£18.00
Associate membership	£9.00
Life membership	£270.00
4. To deal with any other business of an Annual General Meeting.

BY ORDER OF THE BOARD



PAUL HEMMINGS
DIRECTOR

A member entitled to attend and vote at the above meeting is entitled to appoint a proxy to attend and, on a poll, to vote instead of him. Such proxy must also be a member unless representing a corporation or company. Proxy forms are available from the Treasurer or may be downloaded from the Bristol Motor Club website. Completed forms should be sent to the Treasurer at the following address:

Riverwood Lodge, Moorend, Hambrook, Bristol BS16 ISP.

Tow Car

I feel I must put a case for others lower in the food chain than Matt who has automobile dreams I wish I could aspire to. The red shed was a stop gap car after its predecessor (a much loved Skoda Fabia VRS) had to go.

It all started when I was returning from testing at Llandow. Minding my own business at 60 mph on the M4 the nice Welsh Heddlu on his BMW bike pulled alongside, put his blue light on and beckoned me to follow. We ended up at the VOSA station near Cardiff. The car and trailer were weighed and I was asked if I could show them the location of the plate with the train weight. I'd heard of Thomas the Tank Engine but... This was the start of a very steep learning curve. Mr VOSA and Mr Heddlu



found the plate and discovered there was no weight marked. Off they went to the computer and searched and came back to question me.

“Who sold you the car?”

“The Skoda main dealer when the car was new.”

“Who fitted the tow bar?”

“The Skoda main dealer when the car was new.”

“Well, you should not be towing with this car as it is not type approved for towing.” Don't be silly said I – I bought the car with the expressed intention of towing the kit car all over Britain. At this stage I had owned the car for 6 years and covered 120000 miles and I estimate approx. 20000 were done with the trailer behind. The 'train' was within the weights for a diesel Fabia GLS but Skoda had decided not to have the VRS type approved. The VOSA man had the chains ready to throw me in Cardiff Castle but fortunately Mr Heddlu was much more reasonable and told me to drive home very carefully as my insurance state was very questionable and to sort it with Skoda ASAP. Well I tried all ways with Skoda and the main dealer and only got a little way after six years but the car had to go.

One wonders how many other people are in the same position. I have seen lots of Fabia VRSs in paddocks who have also been towing. Alan Stainforth at Harewood would turn up with his single seater on the back of a Fabia VRS and we would joke about the BBC Top Gear comments about the VRS 'a car for those too mean to pay VW prices'. Just before he died he had an accident with the Fabia and the trailer but I did not hear of any repercussions.

Shortly afterwards I had to attend a funeral up in Northumberland of a good friend who worked as an Environmental Health Officer. John's brother who navigated on stage rallies in the family Midget also was an Environmental Health Officer for the local authority. We were talking at the bun fight about motorsport and recalling old times. How far did you get through Kielder on the Lindisfarne Rally this year before the wheels fell off Gordon? – They always broke wheel studs and the wheels fell off. I told him about my Skoda mishap and asked if he knew of anyone at Trading Standards. 'The Head of

Trading Standards is just over here – I will introduce you’. Told the man the tale and his response was that they would have prosecuted if they had known within 3 years after the sale. This was the final straw and I sold the Fabia VRS despite the fact it was the best road car I had ever bought new – it was the only car I have ever bought new. It did things like travel from Whitley Bay to my daughters in Woking and average 70mph and get 60mpg. Towing, the most memorable performance was the Friday I ran the big ends on the Striker at a track day on Anglesey. I had an entry for Saturday and Sunday at the Chester MC event so still had delusions that I might get some shells and still make Sunday’s event. I hammered the trailer along the North Wales coast and over the Pennines to get home to make this a possibility. The train averaged 62mph and the car did 42mpg. All this just made the selling decision harder.

Walk round any paddock and it was obvious the replacement had to be a 1.9TDi from VAG but Lloyds Bank and I needed a little time to regroup so I lashed out £1400 on the VW Passat Sport TDi. I wondered about contacting trading standards again because there is no element of SPORT present in this car as it only has a 110 bhp engine but the things it does well are legion. I have run it for two and a half years and the total maintenance cost has been £500 approx. It goes to the tip without any worries about upholstery damage. It brings my supply of logs from the local wood yard for the wood burning stove; it towed the



trailer well, slowly up hills, but very economically. On a long journey it can be cleaned up to be respectable and comfortable and gets you there reliably and fairly fresh. If you are interested in gadgets it has all bases covered to make distracting noise from the sound system. Fran even has a tape thing that makes her MP3 (what are they?) work and best of all it came with a built in hands free kit for my steam-driven Nokia 6310 phone.

Sadly I have been given the ultimatum recently –it’s too dirty! People are embarrassed to get in it! Lloyds Bank and I have regrouped but the accumulated funds have been ‘wasted’ on a Sylva Riot kit which is now awaiting its competition debut at Llandow. Replacement took place a couple of months ago.

I now tow with another VW Passat TDi but this time with a 130bhp engine like the Skoda and built in whoosh like the Skoda. It is an SE model so comes with fewer toys than the SPORT. Useful things like aircon

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Llys Y Fran Hillclimb

Sunday 6th May & Sunday 15th July

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which wastes fuel unlike the aircon on the SPORT which was an electric hole in the roof. It's very smart and bordering on posh for me inside. I shudder to think of how it will look after the annual log sourcing trips but like the old red shed I am sure it will bounce back. It has had its first intro to motorsport towing the Striker up to Mallory and returned an excellent 36mpg. The steam driven phone does not plug in so the dentist is coming to make my teeth blue. The previous owner must have only towed a small trailer to the tip as the ball hitch was fixed with very small bolts and the towing electrics were nearly a start again job. I did check the tow bar fitment had the correct bolts.

Space around the house for cars is at a premium – two kit cars, one trailer, my daughter's AH Sprite and Fran's classic Sunderland-built Almera seem to fill the place so the arrival of another Passat caused a bit

of an overspill.

I put the shed in for an MOT at 9.30am on the Monday morning after the new arrival. Without even filling the washer bottle it passed. I put it on eBay at 12.30pm the same day £750 buy it now or offers. By 6.30pm I had 8 offers and at 9.30pm space on the drive as a Polish young man bought it with the intention of exporting it back to Poland and converting it to left hand drive. I wish him well with it. Looking at the speed of the sale one has to question if I asked too little. It sold and I have the space so I am happy. The car cost me £1200 in depreciation and repairs over the two and half years I ran it during which time I covered 40000 miles. The way I look at that is that was £480 a year (for the Skoda the figure was £1500 per annum) and the money saved allowed more investment in the kit car which in its turn saved me money on speeding points and fines.

When I turned up at my daughter's, Elsie my grand-daughter announced to all 'here is Grandad in his painted car' The shed was red and the new Passat is blue. They are still both Passat estates. My hope now is that Elsie is right and that everything about the blue car is as good, useful and reliable, as the old red shed.

Mike Smith

Honda Integra Type R

2000, V reg, UK model, 141k miles, complete engine rebuild only 2.5k miles ago, 12 months MOT, 6 months tax, all old MOTs / full service history / spare keys, in good all round condition, class awards in 7 out of 7 Autosolos and 2011 class B CMSG Championship winner, set of spare wheels OZ wheels and a few other parts available to go with the car.



Photo by Jeff Benstock

£3500

dave.greenslade@o2.co.uk or 07966 540842

Motoraid Charity AutoSolo

In March, BMC were invited to run an Autosolo for the Sue Ryder charity to accompany a trackday with passenger rides, under the name of Motoraid. The format was as per our normal charity event that runs at the end of the year for the Stroke Association, so the regular team gathered early at a rather wet and windy Castle Combe at 7.30am.

times. Autosolo regular Andrew Bisping bought his wife along who had a go in his trusty Rover to good effect. We were kept reasonably busy chatting with the public and giving rides.

We will be back for the Stroke Association event in October and will open this up to our members as a tuition day so there's no excuse not to have a go!



Setting up was pretty straightforward and soon the gazebo was up and the cones set out ready for the public opening at 9am. Jeff Benstock and I were the course cars, Jeff running the trusty Scooby, giving passenger rides and also creating some noise and interest for the public. Unfortunately, the visitors were a bit slow in arriving so we entertained ourselves for the first couple of hours.

The weather cleared by mid morning and we had a couple of customers, both showing good speed and putting in good

Well done to Mark Heady in his Golf R32 to win FTD and also to the team who braved the rough weather in the usual cheery way to raise a modest amount for charity. Oh, and thanks also to Zoë Tooth for the Rocky Road and letting me publish the picture above!

Dave Greenslade

The deadline for submissions for the next issue of *Driving Mirror* is
25th May 2012

“Remember lad, never volunteer for anything!”

Absolutely! Never-to-be-forgotten words of received wisdom imparted by my grandfather at the earliest possible age in a time honoured tradition that’s been passed down through generations of my family, and never wavered from, since the human race developed the use of language.



In mitigation, my family does have something of a reputation for being leaders rather than followers; apparently we’ve been at the forefront of every retreat in British military history...

Why am I mentioning this? Well, I’ve recently sort of gone and let the side down and demolished centuries of entrenched historical isolationism!

I’m helping out (‘helping out’ not being the same thing as volunteering...) with the organising of the nattily titled ‘BMC Family Sports Car Day’ (you obviously understand to what we’re alluding but I can’t imagine there are too many sports cars that can actually accommodate an entire family. Maybe a Sports Coach?) being held on the Sunday of the Dick Mayo Sprint weekend in June and at a recent sub-committee meeting for the

event, as I’m making steady progress through a pile of rather scrumptious chocolate biscuits (thank you, Jill Rumney), we are informed by Allen Harris that none of the usual suspects are available on the event weekend for commentating duties.

Even now, Martin Clemow’s immediate response to the news haunts my every moment, “Chris, your articles in **Driving Mirror** are always well written, you’d make a good commentator!”

What the... Hang on a second! Okay, I’m flattered by Martin’s opinion of my somewhat optimistic attempts at literary greatness but, whilst I may have a face for radio, I really don’t think I have a voice for public broadcasting!

Eyes bulging after inhaling the entire contents of a bottle of smelling salts, which probably helped me resemble somebody with a lifelong addiction to Mexico’s finest recreational export, and bravely resisting an almost overwhelming urge to choke the flow of any more words from Martin with my bare hands, I have a rapidly expanding mental picture of myself standing in the paddock at Castle Combe, microphone in hand and starting my new career in broadcasting with those immortal words, “Uhhh, oright my luvvers, welcum to bristle moat’r sclub...”.

Unfortunately, all my subsequent protestations are somehow mistaken as tacit agreement and the minutes of the meeting will probably contain the damning sentence, “Chris VOLUNTEERED to be commentator”. Centuries of family tradition binned by five little words. What would my ancestors think...

Anyhow, the organising for the Family Sports Car Day is going well and if all the plans come together we should see a paddock full of absolutely cracking cars on exhibition together with a number of marque

clubs, and a really eclectic mix of cars parading around the circuit which, for just a crisp tenner, is something of a bargain if you consider how much it costs to take part in a sprint at Castle Combe!

The sports cars theme for this year's event came about as it's the fiftieth anniversary of Texan racing driver, Carroll Shelby's most famous creation, the AC (or Shelby, if you're American) Cobra and its British arch rivals the, uhm, MGB and the Triumph Spitfire! Plus, it's also various anniversaries for a number of other marques and models, all of which should make for a fascinating paddock on the Sunday.

In addition to making the track available for cycling during the lunch break we are also going to run a competition for visitors to vote for their favourite car of the day, with a lucky voter chosen from the hat being treated to a lap or two in one of the Cobra replicas that will be attending. There will also be a competition for children to design and colour a scheme on a pre-printed outline of a racing car, with the selected winner also bagging some Cobra passenger time! Even allowing for the attempt at commentary by yours truly, it should be a brilliant day and keep an eye on the BMC website and Driving Mirror to keep up to date with all the details!

Mind you, make all the fuss you like about your favourite fiftieth anniversary car but there's no avoiding the fact that the most important 50th celebration, probably globally, this year is? Oh yes, it's mine! Yep, muggins is 50 years old this year which is definitely something I'm going to be celebrating like crazy and is most certainly a greater age than my ex-wife suggested I would reach! Bless, I do miss her - but my aim's improving every day...

A nice touch of coincidence though, that I'm sharing my 50th with one of my all time favourite cars; that fabulous, glorious, rorting, snorting, giant killing 'hot rod' - the AC Cobra!

You really can't fault Carroll Shelby's

thinking when he was mulling over what to do about administering a lesson to those pesky Ferrari charioteers that were dominating sports car racing in the late fifties and early sixties.

The, now legendary, solution was to sign a deal with small British manufacturer, AC, for their very pretty Ace sports car, to be delivered to Californian based Shelby 'sans' engine and transmission and to simultaneously persuade mega manufacturer, Ford, to supply their new lightweight, thin wall casting, small block V8s and suitable gearbags and to shoehorn the two together. The rest, as they say, is history.

Initially fitted with a 260 cubic inch (4200 cc) V8, the new Cobra turned out to be such a startling performer that, in the best American tradition of "bigger must be better", a 289 CI (4700 cc) lump was quickly procured for duty and, after sorting out the various failures of such minor items as suspension components and chassis rails, the now, somewhat infamous, full fat 427 CI (7000 cc!), 425bhp beast eventually ended up trying to introduce unsuspecting owners with the local scenery!

Urban myth has it that Shelby's favourite sales gimmick was to tape a ten dollar bill to the windscreen in front of prospective purchasers wedged into the passenger seat and to inform them that they could keep the cash if they could retrieve it after he pulled away - he never lost his 10 bucks! Not surprising really, given that the Cobra held the record for fastest accelerating production car for over a decade!

The ultimate iteration of the Cobra however, must surely be the Cobra Daytona Coupes, developed to compete in the endurance races of the day such as the Le Mans 24 hour etc, and which lifted the top speed from a none-too-shabby 150 mph or so for the open top roadster, to nearer 190! It was this car's 181 mph shake down runs on an (unopened) stretch of the new M1 motorway prior to the 1964 Le Mans that were partially responsible for the

government's introduction of the 70 mph speed limit; talk about Ying and Yang!

Crowbarring a relatively cheap, but powerful, American V8 into a European car might not have been an original idea by Shelby - Sydney Allard was using Ford flathead V8s in his own cars prior to World War 2 and Cadillac engines after it - but it certainly seems to have been a major catalyst for other manufacturers to follow suit and was, and still is to this day, the popular engine option for smaller manufacturers to be able to build cost effective, high performance cars of their own.

Morgan, Jensen, Sunbeam, Iso, Marcos, MG, Rover (yes, really) and TVR, to name but a few, have all utilised American V8s (or the Rover V8, the manufacturing rights for which were purchased from Buick) and I've no doubt the trend will continue although European performance engines now seem to be coming to the fore, with BMW and Audi supplying the likes of Morgan, Weissman and Gumpert.

Even today, fifty years after the 'hot rod' Cobra rocked up and bloodied the noses of the sports racer establishment, the time honoured American saying, "there's no replacement for displacement" still seems to be the mantra for the most popular route to offering a performance car.

Mercedes (usually via AMG), BMW, Audi, Bentley, Ford, even Vauxhall (okay, so it's a badge engineered Australian Holden product, strewth...) all utilise large capacity V8s of around 500 bhp for their high

performance models. The most ironic take on this was a recent announcement by AMG regarding downsizing the engine option in their version of the new G wagon, 4 wheel drive, where they have dropped the usual 6.3 litre V8. And now use only a 5.5 litre V8! With twin turbos, of course...

But, ultimately, it's the Americans who lead the way in the capacity war with Dodge recently signing off the next generation of their rather awesome Viper, which will have an 8.4 litre V10 producing some 640 bhp!

Which is all well and good, but it's the Europeans who, once again, show the way to get big horsepower without resorting to engines the size of small bungalows. Ferrari has just unveiled their new F12 Berlinetta, which only uses a 6 litre V12 to pump out 700 bhp...

However, the funniest comment about engine capacity must be credited to my brother, Tony, who resides in Perth, Australia. Speaking with him recently about what cars are popular, prices, cost of fuel etc in our Antipodean colony, I asked him about what engine sizes are most typical.

His reply? "Chris, the only things in Australia that come in less than two litres are milk and orange juice!"

Sunday 24th June and a paddock full of Cobras, mmm... See you there!

Chris Dymock

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>



CLUB LEISUREWEAR



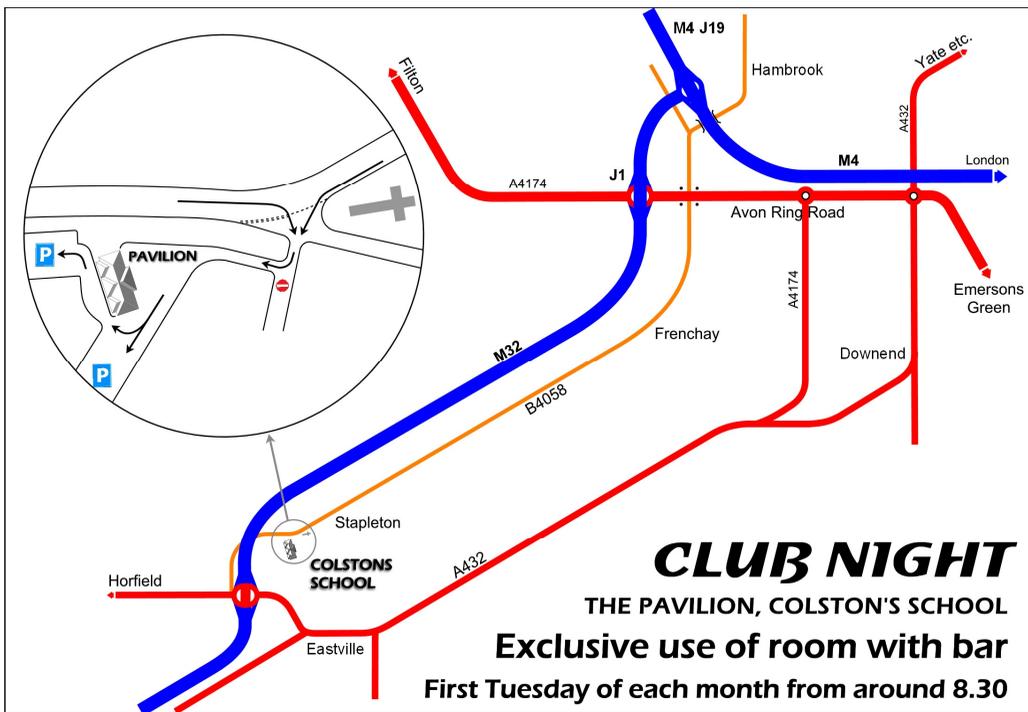
We are pleased to offer members the following range of clothing from *Initially Yours*. Each garment will have the 2011 Bristol Motor Club badge embroidered on it *in full colour*. You will find colour pictures and full details of the garments on the club website, but below is a summary of what's available. This is an ideal way to use your BMC Reward Vouchers.

Item	Code	Price
Beechfield Heavy Cotton Drill Cap	BB58	£7.00
Beechfield Suprafleece Ski Hat	BB243	£7.00
Beechfield Acrylic Knitted Hat	BB45	£7.00
Gildan Ultra Cotton T-shirt	GD02	£9.00
Fruit of the Loom Pique Polo Shirt (illustrated above)	SS11	£15.00
Jerzees Raglan Sleeve Sweatshirt	7620M	£20.00
Gildan Heavy Blend Hooded Sweatshirt	GD57	£20.00
Russell Workwear V-Neck Sweatshirt	272M	£23.00
Gildan Heavy Blend Zipped Hoodie	GD58	£25.00
Regatta Asgard II Quilted Fleece Jacket	RG125	£35.00
Regatta Thor III Fleece Jacket	RG122	£25.00
Regatta Coniston Waterproof Jacket	RG008	£53.00
Regatta Beauford Waterproof Insulated Jacket	RG051	£45.00

Sizes and colours vary between garments so it's best to consult the general catalogue on the *Initially Yours* website - www.initiallyyours.co.uk

Email details of your order to zoe.tooth@ukgateway.net quoting the product code, and size and colour required. The goods should then be available for collection at Club Night the following month. In any case I'll email you when your garment has been received. If you're unable to get to Club Night then they may be collected by arrangement. All prices include VAT and delivery, but if goods have to be posted to your home there will be additional carriage charge. Payment on handover, by cash, cheque, or Reward Vouchers in any combination (Payment in advance of despatch if not personally collected).

Zoë Tooth
April/May 2012



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