

Chris Girling cv

Personal Statement:

I have been working in communications for the campaigning charity, Disabled Motoring UK (DMUK) for over six years now.

For the first five years of my career at DMUK I was writing articles and using Adobe InDesign to create the charity's national magazine, Disabled Motoring. I was also the lead on creating content for the website, social media and e-newsletters.

During the past year I have been Editor and sole content producer for the magazine while continuing to create online content. With the increase in workload this has brought, the design has had to be outsourced and I have taken on the role of Art Director to oversee the production of the magazine. This has given me great experience in working collaboratively and my knowledge of magazine production has continued to grow as a result.

Conducting car reviews is a major part of generating content for the magazine and as a passionate disabled motorist, this is a part of the job that I really enjoy. Another major part of my role at DMUK is attending public events on behalf of the charity. These include events such as Motability's One Big Day and Big Event and independent living events such as Naidex. I have also been involved with the auditing of electric vehicle (EV) charging bays and meeting with potential corporate partners to promote the charity and create business opportunities.

Professional Skill Set:

One year as Editor/sole content writer and Art Director

Five years experience with InDesign (specifically editorial design).

Researching news items and publishing onto social media.

Constructing and mailing e-blasts to our membership groups using Unicity Mail.

Interests:

Being part of a team that is devoted to accomplishing a common goal has always been an enjoyable part of my life. Further evidence of my ability to do this comes from my involvement in Premier League wheelchair basketball. I have also spent time coaching the lower levels of the sport. Doing this well takes a great deal of multi-tasking, leadership and pre-planning.

Career

2015 to present: working for Disabled Motoring UK (DMUK)

Qualifications

BA in English with Cultural Studies - 2:1

A Level 3 B's and 1 C
(English Lit and Language, Media Studies and Sociology)

Qualified Level 1 Wheelchair Basketball Coach

Qualified Level 2 Basketball Table Official

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Born: 18/06/93

Nationality: White British

Disabled Motoring UK

CAR REVIEW

Volvo XC60

Communications Assistant, Chris Girling, has recently taken the Volvo XC60 for a test drive and he shares his thoughts on the car.

INFORMATION

Model tested: Volvo XC60 D4 R-design
 AWD Diesel
 Guide price: £41,000
 Is it available on Mobility: No
 Height: 1,688mm
 Length: 4,688mm
 Width: 2,119mm
 visit www.volvocars.com/uk
 or contact your nearest Volvo dealership for more information

STAR RATING

Performance: 5/5 ★★★★★
 Style: 4/5 ★★★★★
 Comfort: 5/5 ★★★★★
 Practicality: 4/5 ★★★★★
 Functionality: 4/5 ★★★★★

Magazine production - editorial and layout

Disabled Motoring article August 2018

CAR REVIEW

Vauxhall Mokka-e

We weigh up the pros and cons of the new Vauxhall Mokka-e, a small electric SUV which is now available on the Motability Scheme.

INFORMATION

Model tested: Vauxhall Mokka-e
 AWD Electric
 Guide price: £28,999
 Is it available on Mobility: Yes
 Height: 1,618mm
 Length: 4,000mm
 Width: 1,899mm
 visit www.vauxhall.co.uk
 or contact your nearest Vauxhall dealership for more information

STAR RATING

Performance: 4/5 ★★★★★
 Style: 4/5 ★★★★★
 Comfort: 4/5 ★★★★★
 Practicality: 4/5 ★★★★★
 Functionality: 4/5 ★★★★★

Magazine production - editorial & art direction

Disabled Motoring article November 2021

Magazine production - editorial & art direction

Disabled Motoring article November 2021

MOTORING THEMED READS

Legends of Motorsport

As the effects of the Coronavirus pandemic are still somewhat unpredictable it may be that many of us are staying indoors until we can be assured of safety. With this in mind, we thought we would look at something slightly different and suggest a few great reads for motorsport fans.

Niki Lauder: To Hell and Back

For many people the 1970s was Formula 1's most exciting and captivating decade because it was the dawn of technology in motorsport. The 70s saw changes being made to every aspect of the Formula 1 car from its aerodynamics to its engine and the introduction of turbochargers. With so much technical progress being made there was an air of uncertainty around the capabilities of the cars at this time. Many of the teams took risks and as a result, the 70s was arguably the sport's most dangerous decade. To be an F1 driver in the 1970s one had to be both skilful and fiercely courageous. Nobody encapsulates these two attributes more than Niki Lauder. Lauder's autobiography, To Hell and Back, is a refreshingly matter-of-fact account of his time in F1, giving an unparalleled insight into his famous 1974 Nürburgring crash, and his decision to return to racing just 42 days after the ordeal. Lauder's crash at the

Ayrton Senna: Portrait of a Racing Legend

Over the past 20 years Ayrton Senna has taken on an almost mythical status among motorsport fans. As the winner of three world titles and someone who has achieved 41 grand prix victories, Ayrton Senna quickly made a name for himself as the most daring F1 driver of the 1990s. Some of Formula 1's most exciting races were contested around the burning rivalry between Ayrton Senna and Alain Prost. In 1989 and 1990 the legendary Grand Prix decided the F1 champion and on both occasions collisions between Senna and Prost determined the winner of the race. Senna was famed for seemingly risking his life at all times and having a supreme ability to succeed in adverse driving conditions. Portrait of a Racing Legend is a wonderful and engaging portrait of Senna's 10 year racing career. Bruce Jones' words coupled with various carefully selected images really help to transport readers to a great era in racing history. The book dedicates one

Motoring Themed Reads

Niki Lauder: To Hell and Back

Nürburgring was horrific and it left him without eyelids and with various shocking burns. Any driver who has the determination to return to F1 so promptly after something like that, and to enjoy the success that he did, truly deserves to be known as a legend of the sport and this book is well worth a read.

Ayrton Senna: Portrait of a Racing Legend

chapter to Senna's early karting career and then it moves on to assign a single chapter to each year of Senna's career from 1985 to 1994.

Magazine production - editorial & art direction

Disabled Motoring article February 2021

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[HERALD 2000]

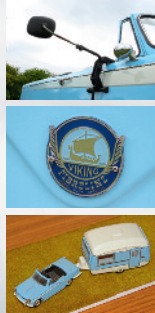
Triumph at Heart

Paul Girling has a rather unique Triumph Herald, a car that he has owned for 38 years and which he could not imagine living without. The changes he has made to the Herald are rather subtle, but Paul has also added a rather large period accessory to the back of it which is harder to miss!

Everyone has fond memories of their first car because of the freedom and independence that it gave them, but very few people can say that they are still driving that same car 38 years later, and even fewer have formed the kind of

relationship that Paul Girling has with his Triumph Herald. Back in 1973, Paul, then 18 years old, saw the potential in a beaten up light blue Herald despite the car showing a huge amount of rust, so he put his father's warnings to one side and handed over £200 – a jolly teen had just purchased his first car. Two weeks later Paul embarked on what was either a very brave or a somewhat foolhardy drive from

his home in Essex all the way down to Cornwall for a family holiday, with his sister in the passenger seat. Remembering this trip, Paul commented: 'We stayed in Cornwall for two weeks and the Herald had to spend most of that time at a nearby garage getting repaired so that I would be able to drive her home again safely'. Realising what he needed to do, it wasn't long before Paul started to tidy up the rather rusty and tired bodywork. The problem here was that he didn't yet have the tools for the job, so his answer



was to plaster over the holes with bits of chicken wire and filler before giving the Herald a splash-and-dash respray courtesy of a garden sprayer. Rather predictably, this was not enough to avoid the inevitable though, and in the spring of 1981 the car failed its MoT due to what was termed 'excessive chassis rust front to rear'. However, scraping the car was never an option and Paul vowed to rebuild her properly. Over the next seven years he would not only have to rebuild the Herald from the ground up, he would have to do it with almost no prior knowledge of car restoration. There was a lot of learning to be done.

The Rebuilds

For many people, once they have had their first car for a while it is important for them to make it unique in some way, whether by giving it a special paint job, applying stickers to the bodywork or maybe just giving it a name. But Paul had a car that was in need of a total

rebuild, and this meant that he had a blank canvas and a chance to make this Herald entirely his own. In true 'boy racer' fashion, Paul decided that meant installing a 2-litre Vitesse engine under the Herald's 1200 bonnet. To do this he first had to find a donor Vitesse, not only for its longer and beefier engine but also to upgrade the Herald's brakes and running gear. After hunting through the newspapers and classifieds, he found a suitable car and Paul was now responsible for filling his parents' driveway with two dismantled Triumphs. As he remarked with tongue firmly in cheek: 'It was every parent's dream.'

Rebuilding a Herald is something that can be done by the book, and the book in question was of course the Triumph Herald Workshop Manual. While Paul wasn't doing everything by the book, this trusty guide didn't leave his side for the next seven years as he painstakingly repaired and reassembled every inch of the car. At this point some of you may be thinking that seven

[HERALD 2000]

WORDS: CHRIS GIRLING
PICTURES: AMONG GOLDENWORTH



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[HERALD 2000]

years is a long time for a rebuild, and you would be right. While stripping the Herald down, Paul realised that a number of the parts would have to be replaced and this led to months of tramping around scrapyards and breakers yards to find the parts he needed. When it came down to it, three of the wings and inner wheelarches were replaced along with the boot floor (a very rare item even in those days), the door bottoms, door skins and all the outcrops on the chassis.

The biggest challenge was going to be fitting the longer 2-litre straight six engine under the Herald's bonnet. The Vitesse radiator is set further forward than the Herald's and the front grill is joined to the bonnet to accommodate this. The over-riders are shorter too, enabling the grill to go over them when the bonnet is opened. The Herald 1200 grill, on the other hand, is separate and set back from the front of the bonnet, behind over-riders which are taller. There are various ways to make this work, the easiest being to mount the grill on the front of the bonnet and use the Vitesse over-riders. But since Paul wanted the front to be indistinguishable from other 1200s, he decided instead to extend the bonnet by 31mm.

This project quickly became a labour of love, a matter of trial and error and for Paul the most difficult part of the rebuild. 'Before I finally managed to weld on the bonnet extension, I went through so many practice runs and so many pieces of scrap metal you wouldn't believe it,' he said. However, he got there and in March 1988 a 2-litre Triumph Herald was born. Nearly 20 years later, in 2007, by Paul's own admission his Herald was starting to look a bit untidy, and seeing that the general standard of vehicles at classic car shows was constantly improving, he decided to strip it down



ABOVE: The Herald in 1200 guise on holiday in 1979 just after Paul bought it in, and undergoing two generations many years apart that including extending the bonnet to accommodate a six-cylinder 2000cc Vitesse engine.



FOR THE SECOND TIME, THE REBUILDING PROCESS WAS A LOT QUICKER THIS TIME AROUND, MAINLY BECAUSE PAUL HAD HAD THE FORESIGHT TO WASH EVERY NUT AND BOLT DURING THE INITIAL REBUILD. THIS MEANT THAT EVERYTHING COULD BE TAKEN APART MUCH MORE EFFICIENTLY.



The biggest problem was going to be the bonnet once again. The filler he'd put on there last time around had cracked and let water in, so this would have to be redone. Thankfully this time Paul was much better at metalwork, so he was able to be a lot less fussy. Putting his greater experience to good use, Paul completed this rebuild in just over a year, and being one for a touch of flair, he didn't forget to add a few finishing touches. So in 2008, after getting the car sandblasted, zinc coated and professionally resprayed, Paul made a 2000 badge and this was added in recognition of his Herald's two-litre engine. As Paul commented: 'When you see a rebuild car, they tend

to look the same as when they left the factory and it isn't obvious how much work has been carried out. I like the idea of being able to showcase at least some of the work that has been done.'

The Herald's Highlights

While keeping his car in the best condition possible is very important to Paul, it's not as important to him as driving it regularly. That's how memories are created, and as you might imagine, after 38 years of ownership there are quite a few memories to speak of, including notable recognition from various shows. The achievements he is proudest of include Best Herald at the Mile of Triumphs, Car of Show from Classic Car Weekly during a Drive It Day in Essex, and Best Rag Top at last year's Totally Triumph event.

It isn't all about winning awards though; Paul has also had a number of interesting experiences with his Herald including racing it at Santa Pod in 2004. Although this thrill cost Paul a head gasket a few weeks afterwards, it gave him the racing bug and for a number of years he has part in the Charity Race Day at Snetterton circuit.



www.triumph-world.co.uk

BELOW: Charity Race Days helped get Paul hooked on speed.



[HERALD 2000]

Then race days work on the premise that the guests pay a fee to be driven around the circuit in a classic of their choosing, and at the end of the day this money is collected up and donated to charity. Considering that the Herald was competing for paid laps against Ferraris and Aston Martin's, it was taken out on more than its fair share of laps. Recalling these events, Paul said: 'Completing laps around the circuit soon became incredibly addictive and once I had been out on the track a few times I couldn't help myself, I had to see if I could start improving my lap times. It was such a brilliant experience and something I would do again in a heartbeat.'

Many of us can be forgiven for not wanting to take our classics out on long and difficult journeys, but this has been something that Paul has never shied away from. The first long journey that he took his Herald on was the ho day trip to Cornwall. Straight after his rebuild he toured around Scotland and then, after the second rebuild, Paul and took the car to Wales to visit family friends. While this was a pretty uneventful drive, it was a journey that Paul is proud to have completed.

The Caravan

Paul has always really enjoyed using his Herald, and seeing as how both he and his fiancée Christine enjoy camping, acquiring a vintage caravan seemed the next logical step in the Herald's evolution. So began the process of deciding how to fit a towbar to the Herald, which turned out to be more complicated than they first thought. The problem was that Paul's Herald had a twin sports exhaust system and this was something that he was extremely keen to keep. The issue was eventually sorted by widening the gap between the twin tailpipes to allow space for the tow hook. The caravan they found was a 1978 Viking Fibre-re. Whilst newer than the car, it was designed in the mid-1960s so is keeping with the style of the Herald. It was while they were researching towing a caravan before their first trip out that they realised it was a very tricky business. Firstly they had to make sure that the caravan weighed less than 85% of the car's (which, thankfully it did) and that the Heralds tyres were pumped up by

[HERALD 2000]

approximately 5-10 extra PSI so that they were at optimal towing pressure. Then there were issues like the nose weight to consider, and how to load the caravan safely.

'Towing a caravan is completely different to normal driving,' Paul said, 'there is so much more to think about and watch out for. You're a lot longer for instance, and need to watch out for clipping corners. Where possible you try not to use your brakes or gears to slow down, but instead you ease off the throttle, so you're really planning ahead. You're also aware that you can't just accelerate if you want to change lanes at the last minute, or do a three-point turn if you go the wrong way. The final thing you have to come to terms with is being a nuisance, although with this combo most other drivers do seem to be fairly patient.'

Even though the caravan was in pretty good condition when they bought it, there were some things that needed attention. The outside had been roughly hand painted, so Paul set about sanding down and respraying it, making sure it matched the colour of the Herald. The interior also needed sanding down and repainting, and all three electrical circuits were replaced. New curtains and seat covers



completed the refurbishment. Despite the large amount of work, Paul and Christine just managed to get it ready in time for its first show, Norfolk's Totally Triumph. This was the show where the Herald brought home the award for Best Rag Top, thanks in no small part to the addition of the caravan.

The Trip to France

In June this year Paul and Christine decided they were going to really put the car and caravan to good use and took them both across the channel. While they were in Europe, the couple attended two classic rallies in two different countries. The first was the European Classic Caravan Rally in Mairon, Netherlands. When they arrived, Paul and Christine met up with the Retro Caravan Club (RCC) along with over 200 other classic caravans. As it happened, they were one of the few attendees from the UK who used a classic car to tow their caravan.

For the next leg of the trip Paul and Christine drove down in convoy with

the RCC to Bruges for a few nights. Then they went on to meet up with fellow TSSC members at the Laan Historique. Having now completed the trip and returned home safely, Paul reflected: 'Driving a classic car is one thing, towing a classic caravan with it is another and to do it in Europe is something else again, especially when you are doing it for the first time. It provided some of the most nerve-racking driving I've ever experienced, including at one point the dreaded 'snaking' which was one of the scariest moments of my life. Despite that scare, owning the caravan has opened up a whole new world of driving for Paul and Christine, one that he could not have imagined back in 1973. We wonder what the next years will bring for Paul and his Triumph?'

Paul is a member of the Retro Caravan Club and the TSSC. His Herald also has a website of its own: www.paulstriumphherald.co.uk

Our grateful thanks to Brick Kiln Farm, Ashill for the kind use of their carports for the photographs.

Editorial for Triumph World magazine



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www.triumph-world.co.uk

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