

Driving Mirror



1911-2011



Alfa Romeo at Dyrham Park *Spirit of the 60s*

November 2011

Officers and Committee Members

CHAIRMAN & WEBMASTER	Allen Harris.....	0117 9421204
	9c Southfield Road, Cotham BRISTOL BS6 6AX	
VICE CHAIRMAN	Nick Rainbow.....	01275 541176
TREASURER	Paul Hemmings.....	0117 9566045
MEMBERSHIP SECRETARY	Jill Hemmings.....	0117 9566045
	Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP	
COMPETITION SECRETARY	Paul Parker.....	01275 843478
SECRETARY	Mark Tooth.....	01454 329231
	49 Bowling Road, Chipping Sodbury BRISTOL BS37 6EP	
SOCIAL COMMITTEE	Dave Greenslade, Rich Marsh & Andy Laurence	
PRESS & PUBLICITY	VACANCY	
MAGAZINE EDITOR	Andy Laurence.....	07825 953858
	25 Cleeve Park Road, Downend BRISTOL BS16 6DW	
AWARDS SECRETARY	Dave Greenslade.....	07966 540842
MARSHAL COORDINATOR	VACANCY	
CMSG REPRESENTATIVE	Mark Benstock.....	01454 311712
ASWMC REPRESENTATIVE	Mark Chater.....	
COMMITTEE	Pete Hart.....	0117 9372611
	Richard Marsh.....	(after 6pm) 07786 068830
	Phil Rumney.....	01454 318523
	Tony Streeting.....	07801 415238
	Chris Dymock.....	(after 6pm) 0117 9394265



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STARTLINE

Allen Harris

At the crack of dawn on the Saturday of our Castle Combe Centenary celebration weekend in June, I found myself in the Radio Bristol studio trying to do a bit of publicity, and the weather forecaster then said that the Sunday was going to be the hottest day of the year so far. And, as it turned out, she wasn't wrong. Fast forward three months, and there I was again, in the same studio to do a bit of publicity for the Spirit Of The 60s festival, and lying on the desk was a newspaper banner headline screaming at me "HOTTEST OCTOBER DAY EVER!" Sure enough, the day of our Dyrham celebration was a highly unseasonal scorcher, that would have done justice to a high-summer's day. Summer frocks and shorts, ice-cream and fizzy pop, straw boaters and floppy sun-hats were the order of the day, and into the heady mix came 120+ classic, historic and racing cars, filling the historic estate with the sight, sound and smell of motorsport in the park, after an absence of 50 years. What a day it was!

I'm not going to dwell on the problems that were dropped on us by some curious late-stage decisions on the part of our hosts, because every single member of the Bristol Motor Club team responded to every challenge with professional skill, ingenuity, care and compassion. All those who brought cars to display had the chance of a nostalgic run up the hill, and all around were enthusiastic voices sharing their experiences and, in many cases, comparing them with their recollections of doing the same or similar 45+ years ago. For all those old friends and acquaintances who hadn't seen each other for decades, the years melted away in the natter of reminiscence, and once again they were back in the sixties, in their Morgans, in their hey-day.

Of course it wasn't all plain sailing.

Nearly five thousand visitors came through the gate, their cars desperately competing with ours for the same piece of single-track road at the top of the drive. The resultant congestion, despite our best efforts, spilled out onto the highway and brought to a halt the traffic on the A46 from the A420 to the M4. Pressure on parking space within the estate then forced the Trust to close the gates for an hour – not ideal when your goal is to boost visitor numbers! So we'll never know how many disappointed enthusiasts were turned away, nor how many visitors there might have been.

However, the flood of emails that has since filled our Inboxes has left us in no doubt as to the success of the event, with one after another echoing the same thought, "What's the date for it next year?"; "...the West's answer to Goodwood" etc. etc. It was certainly the highest-profile event that I've experienced in the years since I joined the club, and internet searches still produce page after page of photos and lavish praise for what our Club achieved on that day.

Carried on the wave of this enthusiasm, we will meet with the National Trust and try to establish the terms on which we might run the event again next year – if we are invited to do so. The organising team has drawn up a framework of conditions within which we would wish to operate. For us and our partners the event was a learning experience, and both will be keen to avoid a repeat of the difficulties we experienced. In the community at large, I am certain that our standing as a club has been immeasurably enhanced, not just by Dyrham, but by all our Centenary activity, and the credit for that belongs to a first class team of organisers and committee members.

Looking only a few days ahead, for the Fedden Trial this year we are returning to

NEW FOR 2011! CHRISTMAS CARDS

EXCLUSIVE 3D DESIGN FOR BRISTOL MOTOR CLUB BY IAIN SMYTH



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

Dyrham Wood. Having found other options rapidly evaporating, Tony Streeting took a last-ditch look at the venue we used until a couple of years ago, and found that circumstances had changed enough to make it viable again.

Sporting Trials is a unique discipline, and although we don't have any current members active in this field, we have been organising a trial bearing this name ever since the mid-1930s, when the trophy was presented to the club by Sir Roy F. The special cars that are used look superficially somewhat primitive, but if you delve below the surface you will find some advanced engineering, and the bottom line is that they are supremely suited to the job they have to do. Once you've seen them effortlessly climbing a gradient you have just failed to walk up, I guarantee you'll be impressed!

If you're interested in knowing more, please give some thought to turning out for a few hours to marshal on Sunday 13th: Tony Streeting would be delighted to hear from you. You may get wet, you may get cold, and you will probably get spattered in mud, but you

won't be disappointed – it's probably more rewarding than many other disciplines we have to marshal at. And if that's not enough, Alan Richards of Chapelhay Catering (who you may have encountered at Dyrham Park recently) will be on hand to keep us all Fedden watered. Geddit?

See you in the queue for the Bacon 'n' Brie Baguettes!

I have just heard the very sad news that Carolyn Trotman has succumbed to the cancer that she has been fighting bravely for the last couple of years. Hugh is a long-standing and loyal member: well-known, well-liked and respected by everyone, and to have lost his wife so early into retirement is a cruel blow. I'm sure you would wish to join me in sending our sincerest condolences not only to Hugh, but also to Annabel, Dan and Luke, who I'm certain are equally devastated at the loss of their mother. *Requiescat In Pace*



Melvyn

It is widely reported that the UBS employee whose alleged incompetence is thought to have lost his company £1.5 billion has been arrested and if found guilty could receive a lengthy jail sentence. At the same time, it's reported that incompetence in government is leading to the scrapping of the NHS computer scheme. It is estimated the failure of this project will cost the taxpayer about £12 billion, almost ten times the loss at USB. I don't suppose for one minute that anyone from the government involved in the scheme will ever be brought to task as I'm convinced that responsibility and accountability only apply to the Private sector and that the Public sector wallies are totally exempt from normal business practices and they can play to their hearts delight with our money without a care in the world and waste or squander our taxes, which if applied by a competent body of people could be used in a much more productive way. Just think how many hospitals and medical staff could be financed with £12 billion.

It also seems that the "elf an safety" brigade have gone all silly with their removal of 200 year old cobblestones in that lovely and very Olde English village of Dunster. My wife and I have visited Dunster many times and have never felt threatened by the cobblestone pathways. Anyone with any sense just takes that bit more care walking on uneven ground. But not the e&s, guys they

ordered that the cobbles must be removed and replaced with "traditional" patio slabs. But where is this elf an safety stupidity going to end? Just a few examples of how silly things could get, but some are not that silly. Read on.

Motor Sport

You can race so long as you don't drive too fast and get too close to other cars. Pretty apt after the 2 tragic deaths over the last couple of weeks.

Shopping

Escalators not to be used whilst the stairs are moving.

Car Wash

Ok so long as the brushes are not rotating just in case you get caught up in the flurry.

Swimming

Great so long as you wear a life jacket and can still touch the bottom (the pool not the bird stood next to you).

Football

Don't tackle too hard unless you have your agent standing by to offer financial advice in case of your opponent suing.

Keep Fit

Good for you so long as you don't get out of breath.

Library

Nice to have a good read so long as each book weighs no more than 500 grams and you can read it without the aid of spectacles.

Just heard that Paul McCartney is having financial problems with his new wife. Her shoe bill is double that of his last wife.

Just purchased a Calos Tevez "football DVD" but I can't get it to play.

A chap I know has just broke up with his crossed eyed girlfriend. She was seeing someone else.

Man United's new telephone number is 01616161.

15th Oct; just spent a nice and stress free "no Pilbeam" morning at Castle Combe walking around and having a chat with fellow pistonheads. It was a nice feeling knowing that I didn't have to rush back to our pit area to sort something out. I managed to get to chat with a few of our guys and some were going very well. Had a chat with Matt Nichols and he looked very impressive and committed around Camp in his almost standard looking but very quick Mégane and finished with a 4th in class with a 91.17. Matthew Bennett in his very pretty Boxster was also very quick and tidy. Hugh Trotman, as ever, was defying the age barrier in his Lotus Elise and looked very quick through Camp, Hugh finished with a cracking time of 91.40 which was good enough for a super 2nd in class and best BMC. We had a chat whilst spectating and it seems my motorsport participation started a couple of years before

Hugh's which I was very surprised by, but his has lasted a lot longer than mine and fair play to Hugh he is still enjoying competing and is still making a good account on the track. There were some pretty quick cars out there with a Noble and a Nissan GTR very impressive, Trevor Hartland in his Evo (Kev was all over it like a rash in the paddock, see later) was also very quick. What did surprise me was the number of cars that only used less than half the track around Camp with quite a few pulling over to the right of the track over the finish line, the last place you want to be for your approach to Folly, but for me the most impressive was Steve Broughton in his Westfield. He was absolutely mighty through Camp, totally on the limit and very close to losing it, but fair play to Steve he kept the throttle planted and powered over the finish line. Talking to Steve afterwards he said that he had approached Camp flat in 6th and didn't realise his approaching speed so it was a bit of a scramble to get the Westfield round in one piece. Steve eventually finished with FTD in a super time of 76.26.

All in all a very enjoyable few of hours of motorsport and hopefully come next season I can spend a bit more time watching instead of working on the Pilbeam. We live in hope!

Dave Cutliffe and Paul Hemmings were stewards for the day and having walked around the paddock for 30 minutes they were nowhere to be seen, so a bit of lateral thinking led me to the cafe and surprise, surprise they were both there with, according to Paul, Dave devouring the biggest full English ever deposited on a table at Combe. Tough job this stewarding.

After a hopefully trouble free next year's sprinting Kev is thinking of selling the Pilbeam and getting a Mitsubishi Evo Tommi Makkinen edition, whatever that is, to have a play with and to do a few local sprints. He was toying with a Caterham but the Evo makes more sense as its much more user

Free Tyres!

Six 195x45x15" Stunners

One of the best 1A tyres. 2 tyres are fresh from being shaved - none are on the wear bars. Would be very good again if given a good thrash to remove the surface rubber. Free to good home, collect from Calne.

Mike Smith: sylva3735@yahoo.co.uk

friendly and almost as quick around a track as a well sorted Caterham. I don't know how he will find the driving experience after driving the Pilbeam and FVL for the last 8 years or so. He did say when he sat in with a reasonably quick and well sorted Nova on a recent track day at Combe he couldn't believe how soft everything felt and how early you had to brake for each corner and how long it took to get to the next corner. So it's going to be a bit of a culture shock for Kev but hopefully it will require a lot less fettling than a single seater and if he does get one and does a few sprints at least I'll be able to get round and have more of a chat with you guys ("oh bugger" I hear you say).

Oct 22nd; It's the 40th anniversary of my starting Motoraid's and to celebrate we took the staff for a dinner to the Close Hotel at Tetbury and what a lovely evening we all had. The food and service was excellent and the wine was flowing (mostly down Kev's throat). Kev is now a joint Director and 50% shareholder in the company and it was nice to celebrate the occasion with the team. Now, I've employed dozens of people over the past 40 years but I must say that the guys we have now are probably the best ever. So I'm hoping that Kev and his partner Chrissy can get as much pleasure and not forgetting financial gain as my wife and I have had and to enjoy the next decade of running Motoraid's.

Just a few of my opening offers in Oct 1971:
Anti-freeze 10p per pint, but you had to bring your own container.

Lucas batteries from £4.99.

Spark Plugs 50p.

Points and condensers (how many of you guys remember them) from 50p.

Disc Pads and Brake Shoes from £4.00.

Oil and Air Filters from £1.00.

Duckhams Q20/50 oil £4.99.

I remember one of my first engine jobs when I took over Yate Engines. It was a Ford Anglia 105E and the total bill for

removing, overhauling and refitting the engine complete with new clutch came to a tad over £50. Yes, honestly!

And just to put the everything into perspective I worked from 8.30am till 9.00pm Mon to Fri, 9.00 am till 6.00pm Sat, and 10.00m till 4.00 pm Sun. without a day off or a break for a solid 4 years. That's a 75 hour week. It may not sound a lot now but when you have a young family to bring up that's when you need the support of a good wife and in Mary I had just that. So Motoraid's really was and still is a family business and long may it continue. My first week's takings were £175. I won't tell you what they are now, but I was only taking £25 as my weekly wage back then, that equated to about 32p an hour. I had just left a managers position at the Ford Main Dealers on College Green, Bryan Brothers, earning £60 for a 50 hour week so it was a bit of a climb down but sometimes you have to look at the bigger picture and thankfully its more than paid off over the last 40 years.

Back to the modern and not so nice world. So much for our super time saving bus lanes. A bus has seemingly had its roof ripped off by an overhanging tree in Fishponds. There were several injuries but thankfully nothing too serious. You would think that if our transport experts (?) had done their homework then overhanging trees and double decker buses would not have been allowed in the same lane. Says so much for our transport infrastructure doesn't it! But I'm not in the least surprised, just very disappointed and frustrated that we are allowing such an inept group of people to run our road network when it's pretty obvious to anyone with half a brain that they are totally out of their depth and it may make such an accident to bring them to their senses but I doubt it very much.

Cheers, Mel

Social Natters

After the success of this year's *Spirit of the 60s* event at Dyrham Park, the club has decided to try and organise a repeat event next year, subject to agreement from the National Trust.

Looking forward to next year again, we're also running a repeat of this year's awards presentation. We'll be meeting at The Ship in Alveston for a meal, a pint, some trophies and a chat with friends. No doubt Allen will have produced a short film to get us in the mood, too.

Next Summer, we're also planning a

big party with food and music after the Dick Mayo Sprint and a car show on the Sunday with fun for all the family. If you'd like your say on the event and would like to get involved, we're forming a sub-committee to organise it. Whether you can invest a few hours or a few days, we'd appreciate your help.

We're also canvassing ideas for what you'd like to do. A questionnaire is being prepared for club night and you should receive a copy via email. If you have any thoughts, please send them to us.

Upcoming Events

- | | |
|-------------|-------------------------------------|
| November 17 | Charity Karting Endurance Challenge |
| December 6 | AGM and Christmas Club Night |

Assistance Required

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

Social Committee

Dave Greenslade

Rich Marsh

Andy Laurence

Karting Endurance Challenge

17 November 2011

The event will be held at Teamsport Bristol, Avonmouth Way. 19:00-22:30 including 25 minutes qualifying followed by a 2.5 hour endurance race. 16 teams of 5 drivers will compete for honours and Bristol MC plan to win again! If you want to compete, either form a team or put yourself forwards for one of our teams, which Rich will organise. The cost is £35 per person (£175/team) and over £1000 of the money raised will go to charity. The evening is always packed full of fun and, despite the competition, it's always a good humoured affair to end the speed season.

Contact Rich Marsh (inside front cover or back cover)

Technogeek

Colin Chapman was famously quoted as designing his cars with the mantra “add lightness” because a light car is a fast car. It’s well recognised that this is true, but just how much difference does it really make? Thanks to the wonder of modern simulation tools, it’s now possible to take a stab at just how much difference it makes. Using LapSim, the simulation package from Bosch, I made a spaceframe sports racer setup and tried it around Donington Park for several laps to see what would happen. The only change made to the car was to change the weight. The centre of gravity has not been changed.

The first thing to do is set a baseline lap. For this lap, I used a ball-park figure of 600kg. Having set the baseline figures, I set to work removing 20kg at a time to see what effect that had on lap time. The results are shown in the table below and graphed on the page opposite for easy consumption.

Where is the lighter car gaining time? We can clearly see that it accelerates more quickly than the heavier car, but to find out more, we need to look at the simulated data. Coming into Redgate, the lightest car is 5kph faster than the heaviest. The heavier car brakes a couple of metres earlier, peaking at 1.55G braking compared to the lighter car’s 1.65G. From the braking point to the apex, the lighter car gains 7 hundredths and is 2kph faster at the apex thanks to a peak cornering

force of 1.77G vs 1.70G. This speed advantage is built upon all the way down the Craner Curves such that the lighter car is now over half a second faster. The pattern repeats itself throughout the lap.

Why does the lighter car lap more quickly than the heavier car? It’s obvious that a lighter car will accelerate more quickly as the torque at the wheels has not changed and, ignoring grip, acceleration is a function of wheel torque and weight. Why does the car corner at a higher speed though?

Roy Fedden Sporting Trial

This year’s Fedden is, as usual, on Remembrance Sunday. This year, we’re back at Dyrham Wood. Get in touch for directions to this event.

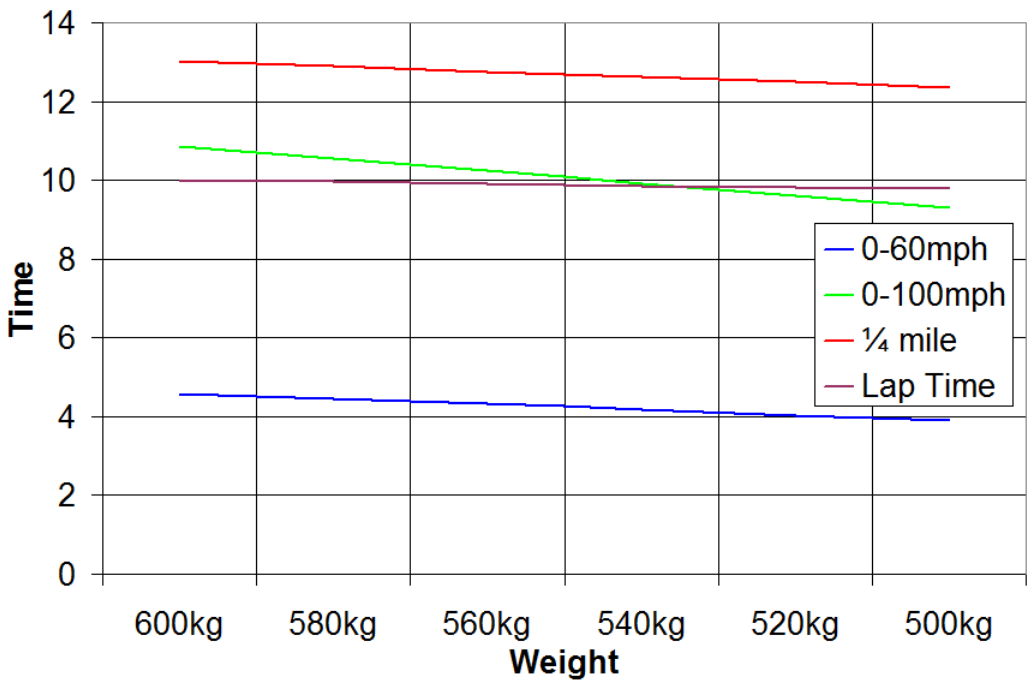
Tony Streeting

Tel: 07801 415238

tonystreeting@talktalk.net

Aerodynamics must play a part here. If $F=ma$ (where F is the lateral grip from the tyres, m is the mass and a is the lateral acceleration) and $F=\mu N$ (where F is the lateral grip from the tyres, μ is the tyre’s friction co-efficient and N is the normal force), then $\mu N = ma$. N is the downwards force on the tyres, comprised of the weight of the car (mg ,

Weight	0-60mph	0-100mph	¼ mile	Lap Time	Lap Delta
600kg	4.58	10.86	13.02	1:40.19	N/A
580kg	4.46	10.54	12.9	1:39.75	0.44
560kg	4.32	10.24	12.76	1:39.27	0.92
540kg	4.18	9.92	12.62	1:38.61	1.58
520kg	4.04	9.6	12.5	1:38.30	1.89
500kg	3.9	9.3	12.36	1:37.86	2.33



where g is gravity) and the aerodynamic downforce generated (D). Thus, $\mu(mg+D) = ma$ or rather $a = \mu(mg+D)/m$. That means that lateral acceleration is a function of downforce, the weight of the car, the friction coefficient of the tyres and gravity, which is constant. So, increasing downforce increases cornering speeds and moreso when the car is lighter. We can see this by substitution of arbitrary figures.

Let's take $\mu=1$, $m=500$, $g=9.81$ and $D=2000$. In this case, $a = 1((500 \times 9.81) + 2000)/500 = 13.81\text{m/s}^2 = 1.41g$. If we then increase the mass from 500kg to 600kg, we get $a = 1((600 \times 9.81) + 2000)/600 = 13.14\text{m/s}^2 = 1.34g$. Thus the ratio of downforce to mass is what defines the car's ability to corner. As downforce increases with speed, the ratio of downforce to mass is in favour of higher cornering speeds at higher speeds and the weight loss matters more at higher

speeds. This can be seen in the data from LapSim where the lighter car gains more time in the higher speed corners like the Craner Curves (4.3kph/2.5%) than in the lower speed corners like the Melbourne Hairpin (0.7kph/1.1%). The difference in speed at the end of long straights is much smaller as the drag becomes the dominant factor compared to the weight of the car and the acceleration of the heavier car is actually greater simply because it is going slower and has less drag as a result.

So, to summarise, reducing weight will make the car accelerate more quickly and, for a car with downforce, will allow it to corner more quickly. In this example, a 20% increase in weight added 2.3% to the lap time around Donington Park, 17.4% to the 0-60mph time, 16.8% to the 0-100mph time and 5.3% to the quarter mile time. Clearly, the benefit to acceleration is greater than the benefit in other areas contributing to lap time.

The deadline for submissions for the next issue of Driving Mirror is **2nd December 2011**

Andy Laurence

Supercar Saturday

Last year was the club's first appearance at the Stroke Association's Supercar Saturday event at Castle Combe. We arranged an Autosolo and gave anyone who wished to have a go their first taste of motorsport. This year, with the formula evolved, the event went even better with 15 people having a go at an Autosolo.



Dean Dokic in his Noble

Returning to the event after winning last year was Dean Dokic. Dean competed in his Peugeot 206 last year, driving exceptionally well to claim FTD. He hadn't competed since but soon remembered how much fun it was and regained his form to take a second win in a row, only this time in his Noble M12 supercar. That must be the first time a Noble has competed in an Autosolo and certainly the first win for that marque.

Several existing members took the challenge and had a go at Autosolo for the first time. Matt Nichols finished 9th in his Mégane, finding it a little different to sprinting. Keith Attwood took to the discipline well, scoring what was the fastest time of the day at that point and eventually was good enough for 3rd overall. Adrian Jones also had a go, finishing 12th overall. Bristol Pegasus Chairman, Andy Moss, also tried his hand at the course, finishing a creditable 5th overall.

Mike Harrison in his Caterham 7 managed to grab the second step on the podium and was one of three drivers to go quicker than Dave Greenslade managed when he set the bogey time at the start of the day in his Mitsubishi Lancer. A couple of competitors decided to have a second attempt at the course and went notably quicker as a result, each shaving off at least 10 seconds from their times.

Interspersed with the competition, Dave Greenslade and Jeff Benstock gave high speed passenger laps around the course in their 4WD turbocharged competition cars. Most importantly, everyone appeared to have a great time, the Stroke Association received a good sum of money and we now have several new members. Welcome to you all. We hope to see you at an event soon.

Andy Laurence

#	Driver	Car	Time
1	Dean Dokic	Noble M12	02:01.6
2	Mike Harrison	Caterham 7	02:03.6
3	Keith Attwood	Lotus Elise	02:06.7
4	Steve White	Lotus Elise III R	02:14.7
5	Andy Moss	Westfield 7	02:14.9
6	Chris Mackichan	Alfa 145QV	02:15.7
7	Dave Norman	Honda S2000	02:15.7
8	Andy Coles	Porsche Cayman	02:16.5
9	Matt Nichols	Renault Megane	02:18.4
10	Andrew Bisping	Renault Clio 200	02:19.6
11	Kristian Bevan	Mazda MX5	02:20.9
12	Adrian Jones	Subaru Impreza	02:21.0
13	Carl Cleary	Bentley SS	02:24.3
14	Gary Redmonds	Jaguar XKR	02:24.9
15	Stuart Pugh	Alfa 156 GTA	02:45.9

MEMBERSHIP RENEWAL

CATEGORIES OF MEMBERSHIP

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

DURATION OF MEMBERSHIP

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

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

CLUB MAGAZINE

Driving Mirror is published promptly on the club website; please tick the box on the form if you wish to continue to receive a printed copy in the post.

ONLINE RENEWAL

You may of course continue to renew your membership by sending a cheque in the post, but this year we've introduced a NEW system for online renewal. Payment can now be made directly by BACS transfer; this avoids the additional charges that were incurred using PayPal. In addition, you may now use any **Reward Vouchers** you have collected.

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

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

Calculate the balance due and complete the process by making a BACS transfer using your personal online banking service. The Club's Membership account details are shown on the website, and when asked to give a reference, please give your **POSTCODE AND SURNAME**.

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

If you encounter any problems or have any questions please email webmaster@bristolmc.org.uk.

BRISTOL MOTOR CLUB

2012 SUBSCRIPTION RENEWAL



Full Member	Name	
	Email	
Associate Member	Name	
	Email	
Membership Number (from full member's previous card)		
Main phone		Alternative
Is the address on your magazine envelope correct?		YES NO
If not, please enter correct address		
Postcode		
Please tick box if you wish to continue to receive <i>Driving Mirror</i> by post		<input type="checkbox"/>
Full life membership	(Tick boxes that apply)	£160.00
Full annual membership		£16.00
Associate (joint) annual membership		£8.00
Plastic windscreen badge		£1.00
TOTAL	<i>Cash, or cheque payable to Bristol Motor Club</i>	£
	<i>BMC Reward Vouchers, value £5 each</i>	
Signed		Date

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

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

FOR CLUB USE	Date received	Membership Register No(s).
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What's On?

November

November 9-13	Wales Rally GB	www.walesrallygb.com
November 13	Roy Fedden Sporting Trial	Bristol Motor Club
November 17	Charity Karting Challenge	Bristol Motor Club
November 27	Allen Classic Trial	Bristol Motor Club

December

December 6	Club Night (EGM)	Bristol Motor Club
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January

January 3	Club Night	Bristol Motor Club
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Clee Hills Reliability Trial 22nd January 2012

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

Paul Parker britishsprint@paulparker.f9.co.uk 01275 843478

Why BMW Annoys Me

Ever felt angry about something whilst knowing you are completely unjustified in feeling the way you do? A thing that winds you up by its very existence, even though you know it's highly likely you are the only person in the whole world who feels the way you do. Well BMW make me mad and I cannot for the life of me fully justify why that should be. Take for instance the 3 Series. The current model seems to have been with us for nearly a decade when every other high volume manufacturer would have updated the car twice in that timeframe. Then there is the annoying designation system like 318 and 320. Why do they do that when both cars have 2.0 litre engines and why if you buy one would you keep the inferior 318 badge on the boot? Surely that's the first thing to go as a delete option. I also hate the fact there is a 3 Series that will average more than 60mpg, incredible for a family car, even more annoying though is that they all seat 4 adults in comfort and with luggage if it's an estate.

If the 3 Series is annoying, then the 1 Series is just asking for a good kicking. Why? Well there's no bloody room in the back. And why is that annoying? Because there doesn't need to be, they are bought by young up and coming professional types who travel

in one's and two's. BMW sell cars with rear doors that allow access to nothing at all. Well nothing usable anyway. But it doesn't matter because the people who buy them don't care. If they need more space they simply upgrade to a 3 Series. Because whilst other manufacturer's models have grown to the extent that the edges are now blurred on which one you actually need, BMW's haven't. It's annoying because it's clever. Then there is the relatively new 1 Series coupe that let's face it looks completely stupid out on the road. Like a very posh dodgem with rear seats that once again will never see anyone's backside. Why I want one as much as I do, is a complete mystery.

Perhaps the most annoying cars BMW produce though are those sports utility monstrosities that start with the letter 'X', like the X6, a car so big that it must have been built from a small block of flats. Rumour has it that BMW bought several thousand ex-local authority units, turfed out the tenants, bolted a set of the biggest wheels and tyres available onto each corner and slapped an 'X' badge just below where the first floor rear window once was. Annoying because emerging markets like the Middle East and China clearly want such vehicles, I can only

Allen Classic Trial 27th November 2011

Starting from The Cross House in Doynton, this classic trial covers hills around Bristol and is a great opportunity to see an array of classic cars giving it beans up a muddy hill! Marshalling the trial requires just a few hours of your time and you'll be paired up with someone experienced if you're new to classic trials. There's more info on the website.



Mark Tooth mark.tooth@tiscali.co.uk 01454 329231

assume because these are places where size really does matter. Only thing worse than an X6, yes you've guessed an X6 M. Even the highly revered M-Sport division are prepared to compromise themselves by fettling two tons of bricks and mortar so that it can go around corners. This is pretty pointless in a car that is large enough to cross any boundary, negating the need to go around anything.

Where did all this anger come from you may well ask and why is it only now that it has come out. Well in May 2011 we got our BMW - Mini serviced, under the excellent value TLC package. It had managed to get to 25,000 miles and 22 months before its first service was due, possibly as a direct result of the fact that I don't drive it very often. A service that, regardless of the mileage covered would have been due anyway on the car's second birthday in July.

Car gets serviced, service light is reset, no money goes across the counter, everyone leaves happy. Happy that is until July when the service light comes on again. An error I say. They must have forgotten to reset it says I. Next time we're passing we'll get them to do that. But we never pass as we seldom go to Swindon, until one day in October when I do finally take the car in and guess what? The light was on for a reason, the brake fluid needed changing in July. But it was only serviced in May I say. Doesn't matter, only the service items due in May were done in May. The brake fluid was due in July and so needed doing in July. Now I'm sorry but that really is very annoying.

Matt Nichols

Crusader Motorsport

Set up by Danny Condon with 16 years experience in professional motorsport, working on all sorts of modern and historic cars from Ford GT40s through Formula Renault to modern Le Mans prototypes, all with a great deal of success. The company specialises in the preparation, restoration and development of high performance cars. Crusader Motorsport are based just off J21 of the M5 offering superb access to the motorway network and a state of the art workshop.

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Pegasus Sprint

What's this? Blue skies and 20 degrees Celsius 'T-Shirt wearing' climatic conditions in October, must be a late Mediterranean break, surely? No, I am of course talking about the Pegasus Sprint at Castle Combe, an event perfectly timed to run just a few days before winter was set to arrive. A winter forecast to be so severe that some of the press were predicting a mini ice age, something that by the time you read this may be all too apparent. Back onto the day itself and after a chilly, and it has to be said slightly slippery start to first practice, the 21st running of this event took place with yet another new format around our favourite local circuit. Sprints it seems are now taking a leaf out of the 'single venue stage rally' book, with variation being built into each one, great to see.

The revised format worked a treat too, starting four cars just before Camp corner meaning anyone watching could see two, if not three on track at the same time before the first disappeared out of sight over Avon Rise and around Quarry Corner. All this with a classic car auction taking place at the same time bringing with it a lot more spectators than you would normally expect to see at a sprint. With everyone able to enjoy a packed paddock with season finales for the clubs attending, creating a real buzz in itself, and so I have to say all in all, this event rocked. The format also introduced two separate practice laps, removing the Achilles heel of previous events that combined a single timed run and untimed flying lap; the cause of some pretty drawn out and painful 3-4 hour gaps between morning and afternoon sessions. I'm very happy to report there were no such gaps this year and thanks to the hard working organising team and marshals present the day went off very smoothly indeed.

Bristol MC was represented more by quality than quantity in 2011, starting with the series production car classes where in A2 Hugh Trotman, piloting his trusty Lotus Elise, secured a solid 2nd place finish and very well done to Hugh, who was also awarded 'Best BMC Member'. Up two classes in A4, Andrew Meek led the club's contingent home with a fine third place finish in his Impreza STI; reward in part to some recent fettling that fixed a suspected clutch slipping issue. As an A4 competitor I have to say how incredibly close it was. OK we were all very much in the shadow of Richard Girling's mighty Nissan GTR, which was 6-7 seconds up the road, but behind him it was anyone's, with just 0.85 seconds separating 2nd to 5th place. That's similar to an F1 grid after qualifying, but achieved instead by an eclectic mix of 4WD, RWD and FWD road cars, quite incredible really.

Continuing in A4 the ever cheerful Garry Hendy joined the class and showed no lack of commitment in his tyre squealing Impreza WRX to finish 9th with Matthew Bennett keeping everyone ahead of him very much on their toes to finish 6th in his Porsche Boxster. In the limited production cars (Class B2) Tim Richardson (Caterham Superlight) put in a strong performance to finish 4th, Chris Bennett (Caterham Seven) also did superbly well, dropping below the ninety second mark to come home 3rd. Whilst Mike Smith must have thought he had the better of his shared drive, Bob Bellerby, in their Sylva Striker only to have it snatched back from underneath him right at the end. Mike finishing second, with Bob taking the class win, as both got round in extremely quick 83 second runs.

In the modified limited production classes and starting with C1, Matthew and Peter Blomfield were having a real day of

mixed fortunes in their Peugeot 205. Matthew started the day as the strongest of the pair, and was also quickest in class throughout practice. Whilst in the afternoon those same fortunes got completely reversed with Peter taking the class win on the strength of his first and only timed run and Matthew suffering some sort of issue that saw him get pushed back down to third place, with neither able to go out again. In Class C2 Mark Hobbs piloted his very tidy, and as it turned out feisty, little Fiesta to a 2nd place finish, hovering just over the 90 second mark. Daniel and Phil Williams (Mazda MX5) came home a very respectable 3rd and 4th in the same class, with Daniel finishing the day on an impressive 98 second run. Whilst the combined C3 and C4 class witnessed Mark Hockings (Audi S4) achieve a very credible 4th place finish, as he battled with an oil leak, whilst putting in some quick runs to finish just a few tenths shy of coming 3rd.

Sports libre classes were also combined, as D1 and D2 and Colin Early (Darrian T9) took full advantage to take the class win 0.6 seconds ahead of Luke Trotman

in second place, Luke still learning how to get the best from his Mallock I8B. Also in D1 and D2 Carole Torkington, sharing a drive in the Darrian, continued to close the gap on Colin to finish fourth and Peter Knight in his cracking looking Mini, was 5th in class. Trevor McMaster (Chimaera) was out in the TVR class and put in the best performance I think I've seen him deliver to get a 5th place finish with a time that would have secured a 3rd had he been in A4 as usual, cracking stuff.

Talking of cracking stuff there were really only two sets of times that stood out all day on the quite large and quickly populated results board and those were of Steve Broughton who secured FTD and Mike Hilton who got a well-deserved first place finish (C6) in their jointly driven SBD Westfield. Congratulations to Steve, also to Mike and the other class winners on the day, as well as to everyone from BMC who were present to make this the truly great event it was. All I can say is roll on next year and the 2012 GWS.

Matt Nichols

Class A2. Road Going Series Production Cars 1400cc-1800cc

Hugh	Trotman	Lotus	Elise	<u>91.40</u>	91.61	2
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Class A4. Road Going Series Production Cars over 2600cc

Andrew	Meek	Subaru	Impreza	91.12	<u>91.09</u>	3
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Class B2. Road Going Specialist Production Cars 1400cc-1800cc

Robert	Bellerby	Sylva	Striker	85.24	<u>83.59</u>	1
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Mike	Smith	Sylva	Striker	<u>83.88</u>	FAIL	2
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Chris	Bennett	Caterham	Seven	90.20	<u>89.49</u>	3
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Class C1. Modified Limited Production Cars up to 1400cc

Peter	Blomfield	Peugeot	205	<u>92.80</u>	RETIRED	1
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Matthew	Blomfield	Peugeot	205	<u>99.01</u>	RETIRED	3
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Class C2. Modified Limited Production Cars over 1400cc up to 1800cc

Mark	Hobbs	Ford	Fiesta	90.91	<u>90.33</u>	2
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Daniel	Williams	Mazda	MX5	99.48	<u>98.85</u>	3
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Class C6. Modified Specialist Production Cars over 1800cc

Steve	Broughton	Westfield	SBD	78.19	<u>76.26</u>	FTD
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Matt	Hillam	Westfield	SBD	<u>79.72</u>	80.81	1
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Classes D1 & D2. Sports Libre Cars

Colin	Early	Darrian	T9	<u>85.43</u>	85.44	1
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Luke	Trotman	Mallock	MK18B	<u>86.11</u>	86.72	2
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Chivenor Sprint

Some of you may remember an article, written by our current Chairman, about the 2010 Chivenor Sprint. If you don't, the summary is that it, as usual, provided an enjoyable and very social weekend away, but was blighted by a strange anomaly in the results meaning Graham Wild and myself were demoted in favour of a local driver some six seconds slower, who was credited with the time of his fast co-driver (probably as a result of them not changing their numbers). So, this year, a slightly reduced BMC team headed off to North Devon with a score to settle.

The revised course at Chivenor is great. It's like doing Brighton Speed Trials, followed by Colerne! There is a timed standing quarter down the main runway, followed by a flowing and high speed course which is reminiscent of our old Wiltshire venue. Most of us couldn't remember a wet Chivenor, but it certainly made up for it this year. The weather went from sun to torrential rain and everything in-between, with a howling gale thrown into the mix as well.

We arrived in the Braunton hotel car park on the Saturday evening and seeing the purple Elise in the car park, I gave Allen a ring to advise of our arrival. The phone wasn't answered because, as we later found out, our Chairman was 'collecting his ironing board'. It transpired that between getting out of the car and making it to the hotel the heavens opened. The ironing equipment was offered by the hotel to dry out Allen's trousers!

Saturday evening saw the usual congenial meal in Squires Fish and Chip emporium, which was up to the usual standard. We left the hotel at 0700 in the morning, walked to car park and were just packing our bags into the Elise, when, again there was a sudden and torrential down

pour. By the time I had got to the car (not a quick evolution), I was soaked, with water running out of my hair like a river. Poor Claire had to stand outside under an umbrella to operate the barrier to let us out.

If we thought it was windy in Braunton, that was nothing compared to Chivenor. It was a bit like the May Colerne a few years ago, only worse – cold, wet, windy and miserable. What were we doing?

As the morning progressed, the weather did brighten up and the wind dried the tarmac, so by 2.00 pm when first timed runs commenced the track was dry. The wind did introduced an additional challenge though, that of using the portaloos. Only the bigger disabled unit was large enough to be stable; the rest swaying in the wind. To make matter worse they were arranged so that if they blew over, they'd go down door first, so you'd be trapped – not a pleasant thought. By mid morning one was already down. Needless to say, the disabled loo was very popular!

Whilst I was on the line for my first timed run, the Mini in front managed to go off the track and demolish a number of straw bales. Whether it was blown off course by a massive gust of wind which killed off a couple more portaloos is unknown, but it did mean I was faced with a first corner strewn with straw. Other than that, the lap felt fast and unlike second practice I managed to keep to the right side of the timing lights (immediately after the final corner) and record a time. However, when I got back to the paddock Claire greeted me with a 'so what did you do wrong that time – you were 15 seconds off the pace'. Looking at the times revealed a 64 ft time of around 16 seconds, probably due to the marshals repositioning the car on the line after the Mini incident and tripping the clock. Whatever the reason, I got a re-run.

The re-run went OK, but I crossed the lined feeling it was slower than the previous lap. Notwithstanding, the mysteries of sprinting revealed I had bagged a time two seconds faster than our quick local rival and putting us in the lead of the class. More rain whilst the motorbikes completed their two run consecutively dampened the track, but we had an anxious wait for our second run while the vicious wind was drying the tarmac. However, with most runs proving slower, the positions remained unchanged. Furthermore, Graham took over Allen's mantle in class A2 as the quarter mile king, picking up that prize. The rather delayed results revealed more BMC trophy winners in the shape of Simon Clemow, Peter Blomfield and Josh Payton. Terry Graves took FTD, posting a quarter mile time of 10.2 seconds along the way.

The bikes incidentally were as spectacular as ever, including one chap who was paralysed from the waist down. Despite having to be lifted on and off his machine and held upright until moving, his disability didn't hinder his performance.

Luckily, there was a large marquee to shelter while we waited for the awards

presentation. On leaving the sanctuary of the tent, the sun was actually shining. However, two minutes later, when putting our stuff in the car you can guess what happened ... soaked yet again! We set off home, wet, but satisfied justice had been restored.

Mark at Chivenor Photo by Tel T Photography



Although there were a few glitches during the day, it's hard to be critical given the conditions the organisers had to contend with. Well done to all.

Mark Tooth

2011 Fantasy F1: India

Name	Driver 1	Driver 2	Chassis	Engine	Points
Matthew Norris	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	1544
Matt Nichols	Sergio Perez	Narain Karthikeyan	Red Bull	Mercedes	1544
Marcus Rainbow	Lewis Hamilton	Paul di Resta	McLaren	HRT	1311
Keith Attwood	Lewis Hamilton	Narain Karthikeyan	McLaren	Virgin	1294
Andy Laurence	Timo Glock	Jerome D'Ambrosio	McLaren	Renault	1034
Ali Perry	Fernando Alonso	Adrian Sutil	Renault	HRT	587
Dave Greenslade	Fernando Alonso	Timo Glock	Virgin	Renault	549
Julian Rainbow	Lewis Hamilton	Adrian Sutil	Williams	Lotus	514
Chris Dymock	Lewis Hamilton	Heikki Kovalainen	Williams	Toro Rosso	512
Adrian Taylor	Jenson Button	Paul di Resta	Williams	Lotus	509

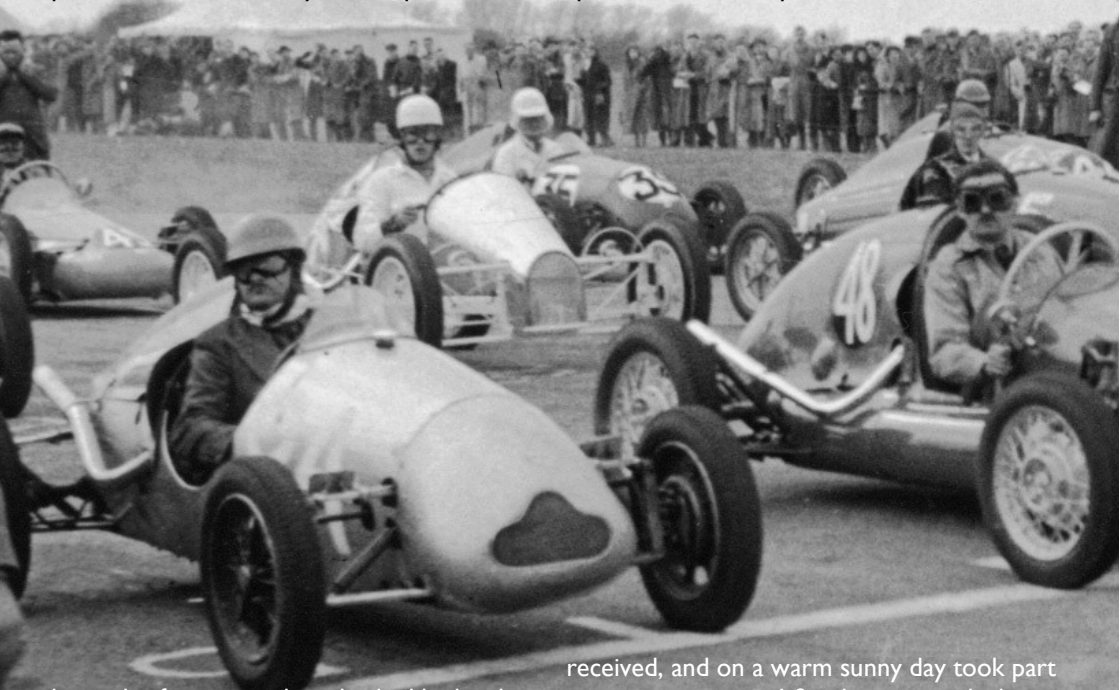
1949: Lulsgate

Following the end of WW2 redundant airfields proved very attractive as motor sport venues and the Club, looking for one suitable as a race circuit, and after many abortive contacts, homed in on Lulsgate. Initially opened in August 1940, Lulsgate Bottom aerodrome had been used as an RAF training base, but in 1947 was de-requisitioned and taken over by the Ministry of Civil Aviation as the site for the future Bristol airport.

The Club's first race meeting took place on Easter Saturday, 16th April 1949,

organise the meeting. This included agreeing the course with the RAC, which was finally achieved on condition there would be no races for racing cars other than the 500cc machines, and that the general public would not be admitted (adequate spectator protection could only be provided at great expense and would be difficult to install at short notice).

However Club members, and those of the invited clubs (BARC, VSCC, Bentley DC, Bugatti OC and the 500 Club), and their friends could be admitted by ticket only, with just a charge for car parking. Many such free tickets were issued and local newspapers reported that a crowd of 15 to 18,000 spectators turned up. Over 100 entries were



but only after many obstacles had had to be overcome. Club Chairman Peter Scott had negotiated with the various government ministries concerned for over six months before permission to use the aerodrome was eventually obtained. That then left just six weeks for Clerk of Course and event Secretary Eric Storey and his team to

received, and on a warm sunny day took part in ten races over a 1.9 mile course which used parts of the perimeter track and runways, and included four right-hand corners and two left-hand bends.

Following morning practice the first race, for sports cars up to 1100cc and super sports cars up to 850cc, got underway at 1.30 pm. Winner was AB Napper, who led from

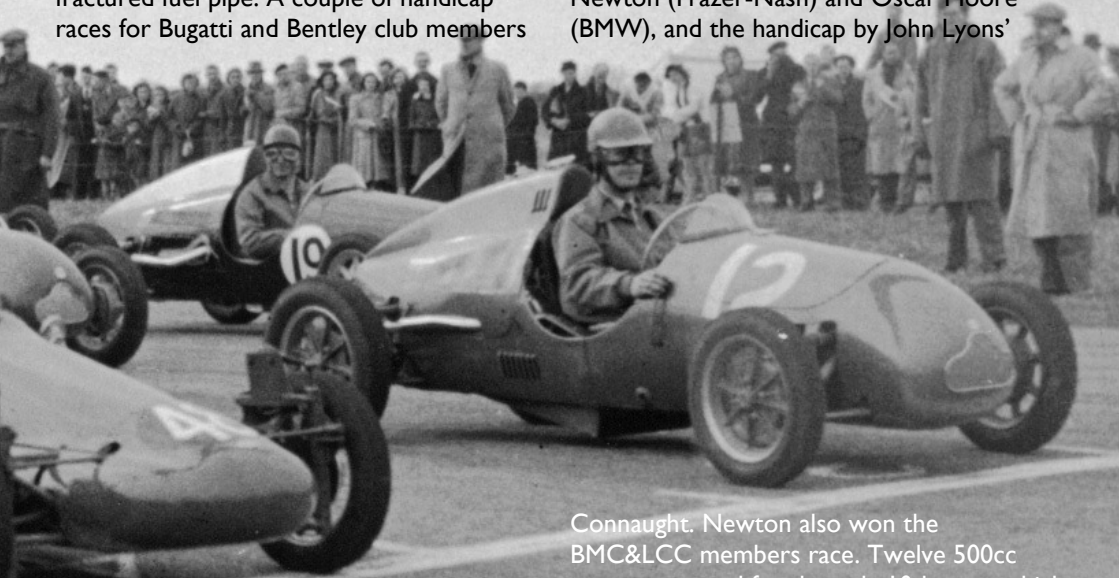
start to finish in his Morgan 4/4. Other sports car race winners were R Melville-Smith (Frazer-Nash), Neville Gee (Riley Sprite), Leslie Onslow-Barnett (4-litre Mercury-engined special) and Joe Fry (2.3 s/c Bugatti T55). Among those well placed were John Buncombe (HRG), Derek Buckler (Buckler), Arthur Mallock (Austin-Ford) and Les Leston (2.5 litre Jaguar).

The 500cc racing cars had a ten lap race (all the others were just five), but there were only five starters. Jack Westcott won easily in his Cooper, while John Gibbs (MAC) and Gerry Millington battled over second place until the MilliUnion was delayed by a fractured fuel pipe. A couple of handicap races for Bugatti and Bentley club members

different course layout was used this time, now 2.1 miles, although still with four right-handers and two left-hand bends. Admission was once more by ticket only, but a crowd of thousands was again reported.

Race day, Saturday 15th April, was a rather wintry spring day, with a cold wind, but fortunately stayed dry for the 150 entries. There was only one incident, in practice, when LJ Barnes overturned his Austin 7 at Dundry Bend when his wheels collapsed and was taken off to hospital, although believed not to have been seriously hurt.

The sports car races were won by Jim Sparrowe (Morgan), Dick Jacobs (MG), Jack Newton (Frazer-Nash) and Oscar Moore (BMW), and the handicap by John Lyons'



then followed, before the two heats of the BMC&LCC members event closed the day. Buckler and Onslow-Barnett won their respective heats in identical times, so shared the overall win.

Although there had been a few spins, there were no major incidents, and the meeting was considered to have been a terrific success.

The following year permission was obtained, with difficulty, for another meeting at Lulsgate along similar lines to the first. A

Connaught. Newton also won the BMC&LCC members race. Twelve 500cc racers appeared for the only 10-lapper, which Joe Fry won easily in the new Arengo (built by Guy Arengo in his Feeder Road workshop) with Cooper ace Charles Headland second.

While it had been another very good meeting at Lulsgate, it had been apparent even beforehand that this would be the last time a permit would be granted, and the Club had already turned its attention to a new venue at Castle Combe.

Pete Stowe

Yes, Yes, I know; it would appear I'm still a prime source of amusement for Fate's fickle sense of fun - again - and making me the main digester of yet another major slice of humble pie...

Why? In last month's Drive By I gave vent to a typical Chris Dymock, 'Mr Impatient' bitchin' about having to wait half an hour (probably nearer twenty minutes, if I'm honest...) to get out of Lansdown Race Course after visiting their Sunday flea market and even suggested that publicly executing a couple of the organisers as an example to the others would be a perfectly reasonable idea!

"We wouldn't have accepted anything like it at a BMC event" continued his royal smugness. "Oh really?" says Fate, rising to the challenge, "let's see what I can arrange for you at the BMC *Spirit of the 60's* gathering at Dyrham Park..."

And, credit where it's due, Fate duly delivered a truly perfect, ten out of ten *FUBAR, oh crap...

As ever for a BMC event, my day started at some ungodly hour trying to wake up in the shower and followed with a large mug of strong coffee to aid my return to human form (I'm really not too approachable first thing in the morning...), before jumping into the DymlyUberPanzerwagon and trundling up to Dyrham Park on what has to be one of the most glorious October mornings ever invented!

Remembering the previously issued arrival instructions, it's into the estate by the lower entrance and onto the hill leading from the main house to the top paddock, only to get halfway up and meet Ady Taylor in his Bond Bug as he made what appeared to be numerous valiant attempts at frying his clutch; well, that's what it sounded and smelled like!

*FUBAR (American)
Fouled Up Beyond All Recognition.

"Gear lever's come adrift" says Ady, so I waited until he finally managed to locate first and then followed him to the top paddock car parking.

After signing on, I got together with Ady and Barry (Green) and we discussed what we thought we would have to organise, as the top paddock team, with regard to getting the convoy groups ready in the paddock, programming access to the hill, sorting out visitors and pedestrians and the like, and how we would deal with the single vehicle width access road, which just MIGHT be a potential choke point. Little did we know!

Main gates opened about 8.30, the first of the exhibitors arrived and we were soon in the swing of things as we booked them in, issued their parade group identifier and pointed them in the general direction of their allocated area of the paddock. Easy! So far...

And what a wonderfully eclectic gathering of cars we had. Everything from three-wheeled Morgans to D-Type Jaguars and Cooper 500s! My generous offer to exchange the DymlyUberPanzerwagon in a straight swap for a thirsty, cramped, uninsurable and passenger challenged GT40 was, unsurprisingly, met with the sort of patient smile and gentle words normally

Driving Mirror on iTunes

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<http://bristolmc.podbean.com>

reserved for the village idiot; but hey, it was worth a try!

After the first hour or so, which was busy enough with just the exhibitors, Fate decided it was time to wade in with a well-aimed size 10 and we started to receive an ever-increasing number of the general public. It wasn't too long before we were requested to speed up the process, as the queue to get in was now tailed back onto the main road! At this stage I quickly queried possible visitor numbers with the National Trust chap manning the entrance to the paddock (brilliant bloke, as it turned out), to be told that on a very busy day they could expect up to 1500 people, hmm.

By late morning we had a constant, nose-to-tail queue coming through the gates which had to be coordinated with regular stops at the choke point to allow for the crossing of pedestrians and for the shuttle bus to make its runs to the house and back, causing even longer delays. Reports now drifted in that the queues ran from the motorway in one direction and from just outside Bath in the other and the main road was well and truly solid with traffic!

"There you go", says Fate, "Enjoy your day, Mr Impatient!" Could have been worse, at least the weather was fantastic and I wasn't sat in the queue...

Obviously the delay to get in was now impressive and some drivers were good enough to let me know (in no uncertain language!) that they had been queuing for an hour or more, on what has to have been one of the warmest days of the year, and what they thought of the situation. And what they thought of me! Thanks...

Eventually the Police persuaded the National Trust to close the gates for an hour in order to clear the traffic on the main road and some semblance of calm descended, with Barry good enough to take over from me so I could take a break and have a quick look around my lottery win wish list parked in the paddock.

With the gates reopening an hour later the morning's traffic situation soon returned and, once again, we were flat out getting the public in whilst coordinating the bus, guiding pedestrians and getting the parade cars on and off the hill, phew!



By this time we had achieved a reasonably organised flow to the proceedings and the afternoon passed relatively smoothly, with wonderful classics on the hill, a really 'buzzy' atmosphere and the public wandering in every direction to see the cars, prompting Nick Rainbow to comment "it's like herding cats"!



The numbers of visitors arriving eventually started to ease off mid-to-late afternoon and finally Dave Greenslade shouted across "okay Chris, we're finished"

and a quick glance at my watch confirmed it was already 4.00pm – what a day!



Chris and the Morgans

I think the *Spirit of the 60's* event can only be described as an unqualified success, with 120 classic cars in the exhibitors paddock and running on the hill plus a large number of other classics turning up to watch and such a huge number of the general public that, in fairness, nobody could have anticipated just how popular this event would be. It would appear that there is a real interest in a classic car based event here in the South West and it must bode well for a repeat performance next year, doesn't it?



Arriving at the bottom of the hill

Sat with some of the BMC lads and November 2011

lasses after the final whistle and word came in that the visitor numbers are likely to have exceeded FIVE THOUSAND (5,200 being the last figure I heard, and counting didn't really start until midday!) or, nearly four times the numbers normally expected on a good day at Dyrham Park – wow!

Assuming three people to a car on average, that would give a figure of over 1,700 vehicles through the gates or, 340 cars every hour. Plus the classics! Thought it was a tad busy...

So, after our last vestige of summer ebbs into the glorious shades of autumn as a Technicolour prelude to winter's cold embrace, November is turning out to be a rather interesting month.

I have to say that I really enjoy November the 5th – bonfire night, although, when I think about it, I do wonder just how long we will keep this particular tradition?

Why? As we are guided in all matters by our illustrious leadership to be tolerant of all others in our modern, 'political-madness-gone-correct' democracy, how can it still be possible to celebrate, by burning in effigy, the persecution of Catholics: a religious minority? Try that with any other minority and see what happens...

Okay, admittedly the blokes involved were plotting with the king of Spain (bloody Spain? I ask you...) to overthrow our little nation full of heretics but is that really a good enough reason to continue celebrating over 400 years later? Mind you, I think a lot of people probably agree with me and are actually celebrating the last occasion somebody entered parliament with a good idea and honest intentions! And it is a wonderful opportunity for the nations sweetshops to sell vast quantities of high explosives to schoolchildren!

At least I hope that's what the little darlings are letting off every evening where I live; or else they've added heavy artillery to their arsenal of available weaponry...

Whichever: I recently cottoned onto a great idea to capitalise on this annual

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**.

LATEST NEWS: Due to other project commitments, our visit will now take place in January/February. Confirmation of date expected by next Driving Mirror. Contact Chris Dymock on 0117 939 4265 (evenings) or estimating@intoheat.co.uk

cacophony and here's what you do. Wait until the local barrage is well underway and then switch off the heating and lights, open all the windows and doors, put on a extra jumper or two and pop the brilliant film about the WW2 sniper war in Stalingrad, "Enemy At The Gates" into your DVD player. Et voila – the ultimate surround sound system; it's like actually being there!

I've also booked up, with my friend and fellow Driving Mirror contributor Matt Nichols, to attend a Motoring Writers Seminar at Beaulieu mid month, which covers the various aspects of writing and publishing motoring related material and is aimed at the club level enthusiast. Sounds like it should be useful and the list of speakers is very recognisable to anyone who regularly reads motoring magazines and books. You never know, it might actually improve my monthly **Drive By** insanity although, I wouldn't hold my breath if I were you...

Finally, I will of course be in Bristol city centre for the annual Remembrance Day gathering, being held on Sunday 13th this year. I think I'm right in saying that there's only been a couple of occasions in my entire

life where I've missed attending this event and my answer to the obvious question will always be: because I have the choice and it never hurts to say "thank you".

A bit too sentimental? Perhaps, but then again I've never had to live through a four year long nightmare that was so horrific it moved someone to write those haunting words that gain poignancy every time I read them:

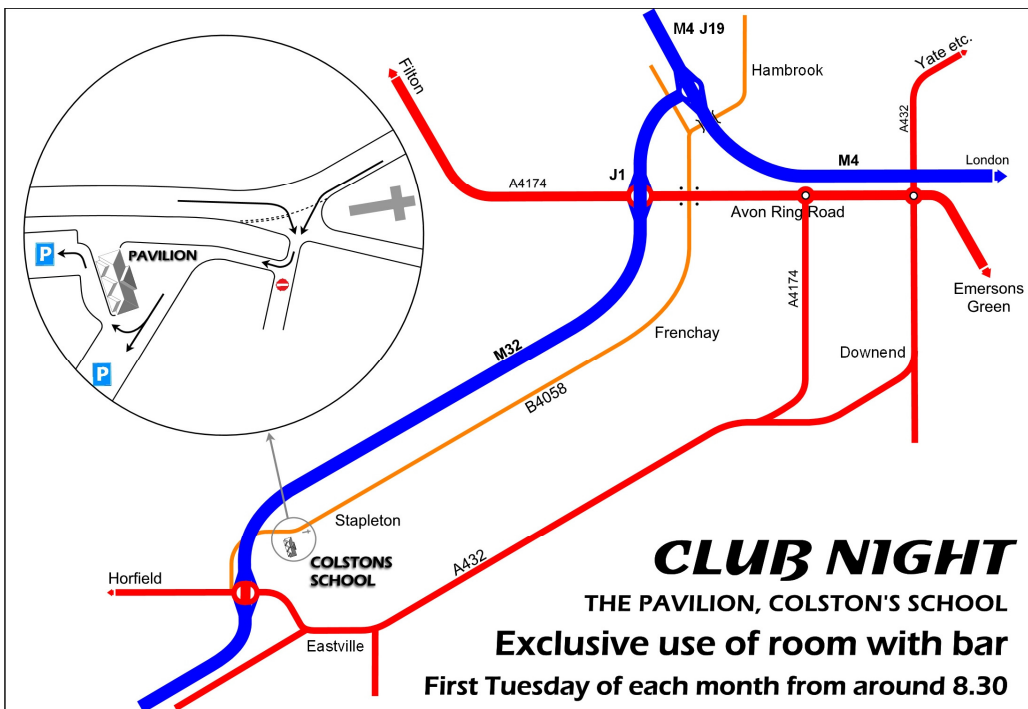
"...and on the eleventh hour of the eleventh day of the eleventh month, the guns fell silent".

I'm grateful.

Chris Dymock

Upcoming Club Nights

6th December
EGM and Christmas Buffet
3rd January
7th February



COMMITTEE MEMBERS' EMAIL ADDRESSES

Pete Hart	peter.j.hart@btinternet.com
Paul Hemmings	paul@phemmings.freemove.co.uk
Chris Dymock	estimating@intoheat.co.uk
Richard Marsh	r_marshy22@yahoo.co.uk
Paul Parker	britishsprint@paulparker.f9.co.uk
Mark Benstock	benstock.mark@yahoo.co.uk
Nick Rainbow	nick-rainbow@freeola.com
Phil Rumney	philrumney194@btinternet.com
Tony Streeting	tonystreeing@talktalk.net
Mark Tooth	mark.tooth@tiscali.co.uk
Allen Harris	allen@harris-bristol.com
Andy Laurence	andy@andylaurence.co.uk
Dave Greenslade	dave.greenslade@o2.co.uk