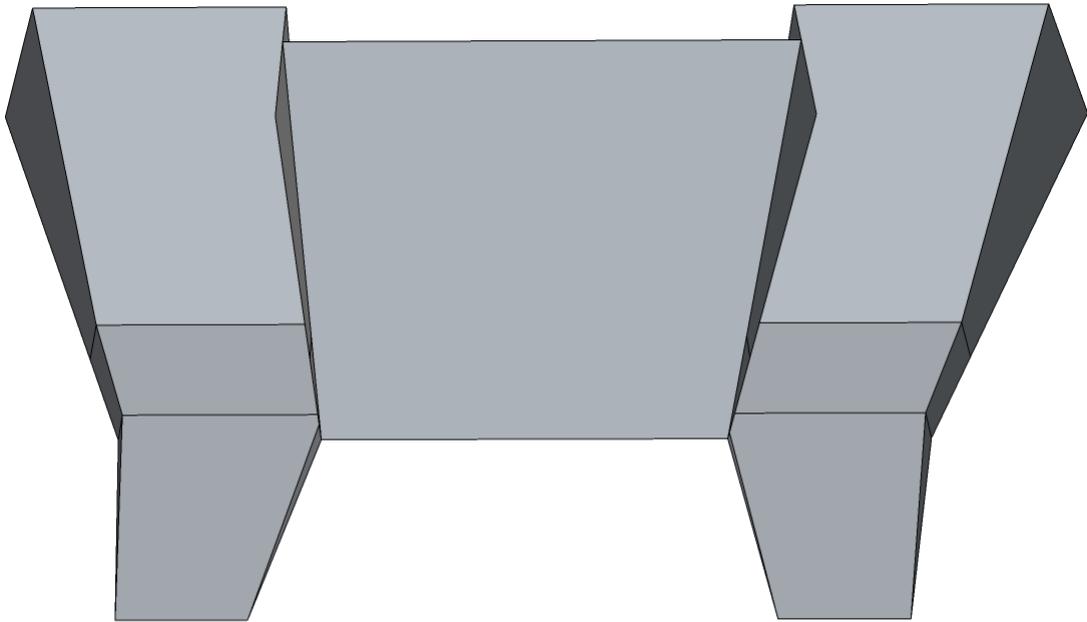


# Driving Mirror



1911-2011



CAD model of rear diffuser.  
*How fast will it go?* Find out in **Technogeek!**

**January 2012**

# Officers and Committee Members

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SECRETARY	Mark Tooth.....	01 454 329231
	49 Bowling Road, Chipping Sodbury BRISTOL BS37 6EP	
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PRESS & PUBLICITY	Len Huff.....	07791 453813
	8 Frenchay Park Road, Stapleton BRISTOL BS16 1EB	
MAGAZINE EDITOR	Andy Laurence.....	07825 953858
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AWARDS SECRETARY	Dave Greenslade.....	07966 540842
MARSHAL COORDINATOR	VACANCY	
CMSG REPRESENTATIVE	Mark Benstock.....	01 454 311712
ASWMC REPRESENTATIVE	Mark Chater.....	
COMMITTEE	Pete Hart.....	01 17 9372611
	Richard Marsh.....	(after 6pm) 07786 068830
	Phil Rumney.....	01 454 318523
	Tony Streeting.....	07801 415238
	Chris Dymock.....	(after 6pm) 01 17 9394265



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Upcoming social events; awards day and club nights.

## What Are These Funny Graphics?

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



# STARTLINE

Allen Harris

Those members within range of Colston's School enjoyed a more than usually festive General Meeting in early December. Firstly of course, the important business of electing a team of people to run the club for this year, and I'm pleased to welcome two new members to the committee: Chris Dymock, who was co-opted during 2011, and Adrian Taylor, both of whom were elected by unanimous vote at the meeting. The covers then came off a most splendid buffet, put together by Jill and Paul Hemmings and Jill Rumney. It was the freshest, tastiest, most imaginative buffet we've had, the finale to which was a special cake, iced to mark the end of the Centenary year, courtesy of Nick and Jackie Rainbow. While Viv was distributing slices amongst the members and guests we popped the corks on a few bottles of bubbly for a final toast to the club for its next hundred years. Many thanks to all those who contributed to the evening and helped to make it a fitting end to a memorable year.

After a year reflecting on - and celebrating - the past 100 years, it's now time to look forward, starting with the next twelve months. Although there are fewer speed events in our calendar than we used to have, we have pretty much two of everything else: 2 Trials, 2 Nav-Scatters, 2 AutoSolos, 2 Charity AutoSolos, 2 Classic Car events, and with the revised 3-Club organised Llandow Sprint in May and the two established events at Castle Combe, we have 3 Sprints, plus 2 days of hillclimbing at Wiscombe in September. Not too shabby, when you consider that many clubs are happy with organising a single sprint annually. Full details elsewhere in this issue, and of course online, evolving as the months pass.

Thanks to Dave Greenslade's initiative, the Social Committee will be considering a range of events that will be more family-oriented than many of our competitive events. But an important part of their work is finding out what interests you. Some events in the past have flopped simply because they misjudged their appeal to members, so we've set up an online survey where you can let us know what sort of things you'd be happy to bring your friends and family to. It'll only take a few minutes - you'll find the link on the Club Nights page. Elsewhere in the magazine you'll see a QR code - just point your clever phone at it and you'll be taken straight to the survey - easy! Incidentally, the Bloodhound SSC visit is still on the books, but the project team have been so overwhelmed with enquiries that they're having to recruit extra staff to cope! Chris Dymock is on the case and will keep us posted on the new date.

A warm welcome to Len Huff, who joined the club in November, came to the GM and immediately volunteered to become our Press and Promotions Officer. Thank you Len for filling this role. I look forward to the fostering of even closer links with other clubs, organisations and the media over the next year.

I should now remind you that, unless you're a Life Member, your subscription is due. If you want to take part in an event, earn points in a club championship, or be eligible for a Reward Voucher then you need to be a paid-up member. If you use Online Banking you can renew online at no additional cost, and you may also redeem any Reward Vouchers you have earned in 2010 or 2011 - just enter their serial numbers when requested. You will also be

Latest news; follow us on Twitter ... @BristolMC

asked to confirm that you still want to receive a printed copy of Driving Mirror in the post, now that it's so easily accessible, in colour, to read online. Don't worry – it remains our principal method of communicating with members, augmented by the occasional email, but with the increasing costs of printing and postage we are always looking at ways to make your subscription go further. I should also mention that we also sometimes enclose your Membership Card or Reward Vouchers with your magazine – so if you don't open the envelope these valuable items might end up in the bin without you realising it! We'll send these one-offs separately if you choose not to take the magazine.

The Reward Vouchers scheme has now been running for over 10 years. Originally suggested by Nick Rainbow, it has been organised from the start by Tony Streeting. However, pressure of his professional work, on top of all the work he does for the club, is now proving to be a bit too much, and so Zoë Tooth has kindly volunteered to take over the administration. Thanks Tony, for working so hard to make the scheme the success it is, and thanks also to Zoë for stepping into the breach so readily. Vouchers for 2012 are being printed now, replacing the last blue vouchers dated 2009, which have just expired.

Just in time for Christmas, Ist-Take Video of Yate completed their DVD of the

Spirit of the 60s event at Dyrham. With no briefing from the club, Ist-Take took the initiative on this project, and with two cameramen at work on the hill they recorded some good footage. I later became involved during the post-production process and I think the DVD successfully captures the atmosphere of the day. There are also interviews with several participants, including Vince Woodman, plus archive footage from the 1960s. Copies of the souvenir DVD are now available to members at the special discounted price of £10, including P&P; cash, cheque or Reward Vouchers all accepted. Please phone or email me to take advantage of this exclusive deal.

No events in January, but that just means that we'll all be working hard on later events, like Nick and me researching the route for the Nav Scatter on Friday 10th February, Angie and Tony preparing for the Castle Combe AutoSolo on 18th February, and Dave getting all the trophies ready for the Awards Presentation on 26th February. Before that, next Club Night features a presentation by David Ashford of Bristol Spaceplanes, which you cannot afford to miss. Nothing stands still for long in Bristol Motor Club - Happy New Year!



## 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

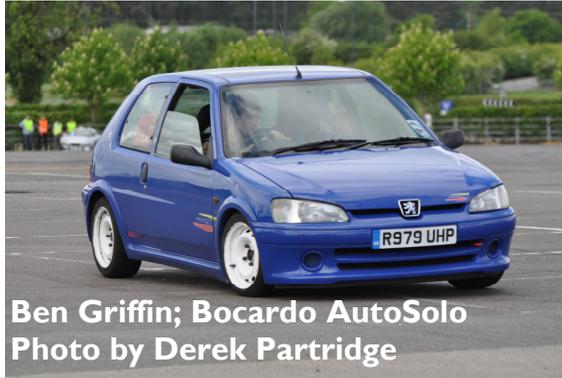
£3500

[dave.greenslade@o2.co.uk](mailto:dave.greenslade@o2.co.uk) or 07966 540842

# CMMSG Award Winners

A few years back, when Jeff & I were competing in a road legal Vauxhall Astra rally car, we came across CMMSGCC and following a hard season we managed to gain an award in a class based championship. CMMSGCC (Cotswold Motor Sport Group Competitors Club) of which BMC (Bristol Motor Club) is a member enabling us to register as competitors in the championship. At minimal cost (£10 in 2011) we were provided with Regulations for events throughout the season and all within a reasonable distance, as mostly we drove to events as not owning a trailer at the time we had no other option.

motorsport world. In 2012 the speakers being Roger & Scott Moran, both multiple British Hillclimb Champions but also



**Ben Griffin; Bocardo AutoSolo**  
Photo by Derek Partridge



**Jeff Benstock; Spring BMC AutoSolo**

The championship will be co-ordinated again in 2012 by the Group and members from the 25 affiliated clubs provide entrants for various single venue events as well as The Wydean Forest Rally. The championship is class based with awards being presented at a very enjoyable awards evening with a buffet (outside caterers - not the famous Benstock catering) and guest speaker(s) from the

participating in various forms of Motorsport.

Very interesting you might think – but what has this got to do with me? CMMSG exists to foster and promote motor sport and is affiliated to the MSA (Motor Sports Association). CMMSG, with support from BP motor Bodybuilders and engineers, actually co-ordinate 4 different championships and could be just what you are looking for with regard to Motorsport locally. All events are aimed at the clubman and each of the championships continue throughout the season with regular points updates and news bulletins form the championship co-ordinators as well as the Group website being updated with points tables following various rounds.

In 2012, the Championships will be Stage Rally, Road Sport, Car Trial and Autosolo. Details can be obtained from [www.cmmsg.co.uk](http://www.cmmsg.co.uk) or if you contact me ([benstock.mark@yahoo.co.uk](mailto:benstock.mark@yahoo.co.uk)) I will organise for a 2012 year book to be sent to you.

A number of BMC members are already aware of CMMSG and 2012 could be your chance to join them. In 2011 the following BMC members were successful in



**Dave Greenslade; Devizes AutoSolo**  
Photo by Jeff Benstock

gaining class awards in CMSG championships, Steve Connor (Stage Rally) and Dave Greenslade, Ben Griffin, Jeff Benstock, Mark Benstock, Mark Gray, Mark Ison and Matt Browne (all Autosolo). Between them, the Autosolo guys have secured more than half the awards in the 2011 Championship.

*Mark Benstock*

benstock.mark@yahoo.co.uk



**Mark Gray; Bocardo AutoSolo**  
Photo by Derek Partridge



**Mark Ison; Summer BMC AutoSolo**  
Photo by Charles Alexander



**Matt Browne; Bocardo AutoSolo**  
Photo by Derek Partridge

# 2012 Fantasy F1 Championship

Last year was a turnaround season. Not at the front - Vettel won that from the start - but for the upsets further down the field. First of all, Webber was completely out-classed by his young championship-winning team-mate. Then there was Hamilton, who was beaten by his team-mate for the first time since he started to race cars. Massa became the first Ferrari driver to finish the season without a podium since I wore short trousers and his old team-mate, Schumacher, was not completely trounced by Rosberg. At Renault, their star driver was in hospital for most of the season and still won't make the grid in the first race of this year (if ever), but still made a good start with a couple of podiums, only to sack their best driver and see their performance fall off a cliff.

For 2012, there's not much change at the top, but there's a whole host of new faces in the bottom half of the field. There's now 6 champions in the field, thanks to the return of Kimi Raikkonen to drive for

Renault. Quite what tempted him, I don't know after their form last season and they've paired him with the uninspiring Romain Grosjean, back after two years testing their simulator. Paul Di Resta has kept his place on the grid as the third British driver, but has been joined by Nico Hulkenberg, the last driver (ever?) to put a Williams on pole. Talking of whom, Williams have seen the last of Patrick Head, and have yet to decide who will partner the, clearly over-rated, Pastor Maldonado. Toro Rosso surprised everyone by ditching both drivers who have performed very well and replacing them with Daniel Ricciardo after his apprenticeship with HRT and Jean-Eric Vergne who is said to be the next Vettel, despite only being a couple of years younger. HRT have surprised everyone too by taking on the ancient Spaniard, Pedro de la Rosa, who is clearly putting all of his pension pot into funding the drive.

*Andy Laurence*

Entry forms on the website | [www.bristolmc.org.uk](http://www.bristolmc.org.uk)

Driver	Team	Driver Cost
Sebastian Vettel	Red Bull	£30m
Mark Webber	Red Bull	£23m
Jenson Button	McLaren	£22m
Lewis Hamilton	McLaren	£22m
Fernando Alonso	Ferrari	£21m
Felipe Massa	Ferrari	£15m
Michael Schumacher	Mercedes	£14m
Nico Rosberg	Mercedes	£14m
Kimi Raikkonen	Renault	£13m
Romain Grosjean	Renault	£12m
Paul Di Resta	Force India	£12m
Nico Hulkenberg	Force India	£12m
Kamui Kobayashi	Sauber	£12m
Sergio Perez	Sauber	£12m
Daniel Ricciardo	Toro Rosso	£12m
Jean-Eric Vergne	Toro Rosso	£11m
Pastor Maldonado	Williams	£11m

## Regulations

1. Each team consists of two drivers and two teams. In addition, each entrant will estimate how many times each driver will out-qualify their team-mate.
2. The total cost of the teams and drivers must be less than £80m. There is no cost associated with the qualifying estimates.
3. Each entrant should be a member of Bristol Motor Club and can enter only once.
4. Should a team not start the season or not complete the season, no points will be gained and there will be no right to change teams.
5. Should a driver be replaced at a team, the replacement driver will score points for the driver he replaced. As such, entrants are essentially selecting "Driver 1" and "Driver 2" from a team.
6. There are no prizes for winning but your fellow competitors will (probably) be in awe.
7. If a team does not complete the season, then the qualifying scores will still count. For example, those who guessed each driver in the USF1 team in 2010 would out-qualify their team mate 0 times correctly estimated and scored bonus points.
8. If a team only runs one car in qualifying, then that driver is deemed to have out-qualified their team mate.

## Scoring

- |    |   |                 |               |
|----|---|-----------------|---------------|
| 1. | Each driver/team scores points for qualifying and/or finishing in the top 10:   | <b>Position</b> | <b>Points</b> |
|    |   | 1               | 25            |
| 2. | Each driver scores one make-up point for each position gained over his starting position. For example, a driver starting in 20 <sup>th</sup> place and finishing 15 <sup>th</sup> would score 5 make-up points.   | 2               | 18            |
|    |   | 3               | 15            |
| 3. | For each correct estimate of how many times a driver will out-qualify their team mate over the season, 20 points will be awarded. For example, if Sebastian Vettel out-qualifies Mark Webber 15 times and Mark Webber out-qualifies Sebastian Vettel 5 times, then an entrant will score 20 points for correctly guessing 15 for Sebastian Vettel and a further 20 points for correctly guessing 5 for Mark Webber. | 4               | 10            |
|    |   | 5               | 8             |
|    |   | 6               | 6             |
|    |   | 7               | 4             |
|    |   | 8               | 3             |
|    |   | 9               | 2             |
|    |   | 10              | 1             |

Driver	Team	Driver Cost
TBC	Williams	£10m
Heikki Kovalainen	Lotus	£10m
Jarno Trulli	Lotus	£11m
Pedro de la Rosa	HRT	£11m
TBC	HRT	£10m
Timo Glock	Virgin	£11m
Charles Pic	Virgin	£10m

Team	Team Cost	Team	Team Cost
Red Bull	£30m	Sauber	£12m
McLaren	£24m	Toro Rosso	£12m
Ferrari	£20m	Williams	£11m
Mercedes	£15m	Lotus	£11m
Renault	£13m	HRT	£10m
Force India	£12m	Virgin	£11m

## The New Space Age

**David Ashford, Director of Bristol Spaceplanes**

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

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

## 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**



## 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.

- Welding (including magnesium, titanium and aluminium) & Fabrication
- Restoration (road and race cars) & Full builds
- Corner weighting and full set up
- Trackday, sprinting / hillclimb cars, rally car and race support
- Machining
- Trackday car rental

**crusadermotorsport@gmail.com | Facebook: crusader motorsport  
07854 809 002**

# 2012 Calendar

DATE	EVENT	CHAMPIONSHIPS/VENUE
22 January	Clee Hills Classic Trial	Clubmans Event
27 January	Bristol Pegasus MC Navigational Scatter	TBC
<b>07 February</b>	<b>Club Night - Bristol Spaceplanes</b>	<b>Colstons Pavilion</b>
<b>10 February</b>	<b>BMC NavScatter</b>	<b>TBC</b>
<b>18 February</b>	<b>Castle Combe AutoSolo</b>	<b>MSGCC/BTRDA</b>
<b>26 February</b>	<b>AWARDS PRESENTATION</b>	<b>The Ship at Alveston</b>
<b>06 March</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>17 March</b>	<b>MotorAid Charity AutoSolo</b>	<b>Castle Combe paddock</b>
<b>24 March</b>	<b>Great Western Sprint, Castle Combe</b>	<b>BSC/ASWMC/BMC Speed</b>
<b>03 April</b>	<b>Club Night - General Knowledge Quiz</b>	<b>Colstons Pavilion</b>
<b>01 May</b>	<b>General Meeting &amp; Club Night</b>	<b>Colstons Pavilion</b>
05 May	Llandow Sprint	Welsh Counties
06 May	Llys-y-Fran Hillclimb	Welsh Counties
<b>12 June</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>23 June</b>	<b>Dick Mayo Castle Combe Sprint</b>	<b>BMC Speed / ASWMC</b>
<b>24 June</b>	<b>Bristol MC Family Clubs Day</b>	<b>Castle Combe Circuit</b>
<b>03 July</b>	<b>The "Short-Shift" Motoring Quiz</b>	<b>Colstons Pavilion</b>
<b>07 August</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
11 August	Bristol Pegasus Track Day	Castle Combe
<b>11 August</b>	<b>Castle Combe AutoSolo</b>	<b>MSGCC/BTRDA</b>
<b>01 September</b>	<b>5 Clubs Hillclimb, Wiscombe</b>	<b>BMC Speed</b>
<b>02 September</b>	<b>5 Clubs Hillclimb, Wiscombe</b>	<b>BMC Speed</b>
<b>04 September</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
September	MGCC Hillclimb	Wiscombe
September	Chivenor Sprint	ASWMC
<b>02 October</b>	<b>Informal Club Night</b>	<b>Colstons Pavilion</b>
<b>06 October</b>	<b>Spirit of the 60s</b>	<b>Dyrham Park</b>
October	Pegasus Sprint	Castle Combe
<b>20 October</b>	<b>Supercar Saturday Charity AutoSolo</b>	<b>Castle Combe paddock</b>
<b>26 October</b>	<b>BMC NavScatter</b>	<b>TBC</b>
<b>06 November</b>	<b>Club Night - Motorsport Quiz</b>	<b>Colstons Pavilion</b>
<b>11 November</b>	<b>Roy Fedden Sporting Trial</b>	<b>TBC</b>
<b>November</b>	<b>Karting Endurance Challenge</b>	<b>Teamsport, Avonmouth</b>
November	Bristol Pegasus MC Navigational Scatter	TBC
<b>25 November</b>	<b>Allen Classic Trial</b>	<b>ASWMC</b>
<b>04 December</b>	<b>EGM and Christmas Buffet</b>	<b>Colstons Pavilion</b>
December	BPMC NavX	TBC

# Technogeek

The flat floor of my ADR ends abruptly at the trailing edge of the rear subframe.

The sides of the undertray below the wishbones are fashioned into two small channels to make a rudimentary diffuser that's just 49mm tall at the exit and around 4 degrees from the horizontal. It seems an area ripe for improvement. Low-hanging fruit, if you will. What difference would it really make, though? There's one way to find out...

Knowing the co-efficient of lift for the car as it stands, I can find the frontal area of the car and use that to calculate downforce of the car at any speed. Using that data, I can add the estimated downforce of the diffuser and use that to calculate the new co-efficient of lift. Plugging both figures into LapSim, I can see the difference in lap time that the new diffuser would make.

So, where do I start? First of all, I need to know the co-efficient of lift. There's two ways I could work this out; in a wind tunnel or on the track. The former is quite expensive, but the latter only requires track time and some logging equipment. You'll need a data logger capable of logging at a high rate (20Hz at minimum) on at least two (preferably four) channels and a linear potentiometer to measure suspension movement at each wheel. Soften up the suspension and start the logger. Drive up to a usual cornering speed (50-80mph) and hold the throttle steady for as long as you possibly

can whilst travelling in a straight line — more time means more data and more accuracy. If you have an adjustable rev limiter, this could be very useful here.'

After your run, download the data and average the readings from each of the 2/4 wheels you measured. If you export the data as CSV, you can do this very easily by highlighting the cells and looking at the right-hand side of the Excel status bar — it'll show how many readings, the total and the average. Do the same for the speed. You now know how much your suspension compressed a certain speed. If you know the wheel rate of your car, then you know how much downforce you have at that speed. If not, you can either work out your wheel rate or use the simple method of adding ballast in the garage until your readings in the garage match those on the track.

Next, you need to work out the co-efficient of lift and the frontal area to plumb into LapSim as a baseline. First to work out is the frontal area. For this, you'll need a photo of the front of the car. Use as much zoom as possible on your camera, whilst ensuring the whole of the car is in the frame. You should be at least 10 metres away from the car and the camera should be at the same height as the car, not your head height. Install a copy of the free software GIMP and open up the photo in GIMP. Crop the image tightly around the car leaving a little space and save

## NavScatter

10th February 2012

Never tried one? Now's the time! All you need is OS map 172, someone to read it and someone to drive. In exchange, you'll get a great evening out driving down country lanes and a pint in the pub to finish up.

**More information on the website**

**[www.bristolmc.org.uk](http://www.bristolmc.org.uk)**



the image - this will make life easier. Press "b" to "Create and Edit Paths" and start clicking around the outline of the car as best you can and select "Create Selection From Path". Click "Layer" > "New Layer" and create a new layer with a fill of transparency. Use the bucket fill to fill the selection and click "Dialogues" > "Pixel Count", noting the number of pixels. Use the measure tool ("Tools" > "Measure") to measure the height of the car (in pixels) from roof-top to ground and the width of the car from the outer edges of the front wheels, noting the results. Now measure the same places on the real car in metres. Divide the real height by the pixel height and the real width by the pixel width to work out the width and height of the pixels. Multiply the two numbers together to get the area per pixel and multiply by the number of pixels you noted down earlier from "Dialogues" > "Pixel Count". That's the frontal area in square metres.

The deadline for submissions for the next issue of Driving Mirror is  
**10th February 2012**

Using the frontal area and the downforce measured, we can calculate the co-efficient of lift. First, let's get everything in the right units. The downforce should be in Newtons. If you measured in kilogrammes (there's 2.2 lbs in a kilogram), multiply by 9.81 to get Newtons. The speed should be in metres per second, so if you measured in

## Upcoming Club Nights

**7th February**

An introduction to Spaceplanes.

**6th March**

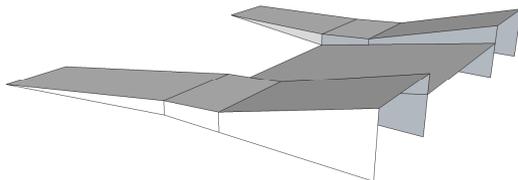
**3rd April**

The annual General Knowledge quiz.

mph, multiply by 0.44704 or if you measured in kph, multiply by 0.27778 to get metres per second. Square the speed (speed multiplied by speed), multiply by 0.6125 and multiply by the frontal area you calculated earlier. Divide the downforce you measured by the result of the previous sentence and that's your co-efficient of lift.

Next time, we'll use the parameters we've measured here to run a baseline in LapSim, try to work out how much more downforce we'll get with a new diffuser and, critically, what difference that makes on track.

*Andy Laurence*



## Castle Combe AutoSolo

**18th February 2012**

Our first AutoSolo of the year will shortly be with us. Almost 20 minutes of competitive motorsport for £30 and a great day out. Almost any road legal car can be competitive and all you need is your membership card.

**Entry forms will be on the website shortly**

**[www.bristolmc.org.uk](http://www.bristolmc.org.uk)**



**217** murders, a massive amount of physical and mental violence, a large number of wars (past, present and future), and more than a few global killer catastrophes - well, that's another cheerful, Christmas TV schedule viewing out of the way! Good job 'tis the season to be jolly and, peace and goodwill to all men...

Not to mention all the adverts that appear to offer multitudinous methods of swiftly gambling yourself into bankruptcy and the means of borrowing yourself back into the black at a four figure interest rate that even Greece couldn't invent, or, how about bypassing some nation's legitimate government and their 'interesting' spending habits by funding some good works providing basic necessities for the citizens that those governments seemed to have overlooked?

Unfortunately, the advert that offers you the opportunity to sponsor an endangered big cat in some obscure part of the world happened to show as I was having a cuppa with matey Steve. It subsequently took a fair bit of persuading to convince him that the organisation involved wasn't actually offering to send him the rare beastie in exchange for his monthly direct debit and that the animal remained in its natural environs, which rather kyboshed his dream of cuddling his chosen fur coated razor blade, to be called 'Lollipop', whilst watching telly in

the evening!

Mind you, this was the chap that was massively disappointed and struggled with abject disbelief when informed by the Chief Constable of Avon and Somerset Constabulary that such a position didn't exist, after he submitted his application to be considered for the position of Door Gunner on the force's chopper!

At least we had another, half decent Top Gear Christmas special to break up the monotony of (yet again) endless repeats of The Two Ronnies, Morecombe and Wise etc. I do wonder what parents tell their offspring when questioned about who are the people in the programme on telly; "uhmm, well, actually darling they're long dead. But they were really funny over thirty years ago..."

For one reason or another I seemed to do a fair bit of running around over the festive break, including three consecutive 6.00am forays to my local Sainsbury's store (don't ask...) and a Christmas day trip chauffeuring my father to my sister's place in Dorset, with the DymlyUberPanzerwagon performing faultlessly - smooth, quiet and, a not unreasonable for a sixteen year old clunker, near 40mpg on the Dorset run; good job this isn't a *Members' Motors* update!

The only motoring problem experienced during the holiday was during the run back to Bristol on Christmas

## Driving Mirror on iTunes

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<http://bristolmc.podbean.com>



afternoon when Mr Dymock junior commenced the creation of rather impressive post-lunch, sprout fuelled, localised nuclear winters on an embarrassingly frequent basis. Thankfully, Mr Dymock senior is as deaf as a post! Unfortunately, he has the olfactory system of a man half his age...

Achieving anything like the posted speed limits was, however, a sight more difficult to realise. For some unfathomable reason, every time I took to the roads I seemed to end up behind 'Festive Season Driver' who, astonishingly, managed to make 'Sunday Morning Driver' look like an cocaine fuelled, British Touring Car trained, getaway driver – "go on muppet, it's not going to fall over at 12mph"! Despite Lynnette's protestations to the contrary, it's a good job I'm not prone to outbursts of impatient, road rage sort of bad language; a lot...

Now, time to mention my newfound hobby! Thanks to an off-the-cuff comment one evening from Lynnette whilst we were watching a black and white fifties film, I have now developed a rather keen interest in old programmes and films on TV.

Why? It was an observation from Lynnette about how she liked the look of a certain car that happened to be on screen at that moment, which was a considerable surprise given her total lack of interest in anything automotive, when I suddenly cottoned on to the fact that the background scenes in old films and TV programmes can be a fascinating insight into what are now considered classic cars but presented within their original era.

Since this epiphany, I now avidly watch repeats of old shows and films just to see what's happening in the background or in the normal daily traffic around the action being portrayed. I've even started to mentally (good word...) log which period the film or show is from; forties, fifties, sixties, etc, but avoid the likes of Poirot and Heartbeat as they are modern(ish) productions and just don't manage to capture the essence of what I'm talking about.

A recent viewing of an episode of the original series of 'The Saint', which starred that master of the eyebrow acting technique, Roger Moore, had as it's plot an acrimonious competition between two racing teams which featured the good guys with a TVR Vixen pitted against the baddies with their Marcos 1800GT. As this series was current from the mid sixties, both of these wonderful sports cars would have been pretty much brand new to the market at that time and, although the plot was flimsier than a politicians promise, the cars were centre stage for most of the show and ended up in some sort of road race/rally(?) against such greats as Lotus Cortinas, numerous modified minis, a number of Hillmans and a slightly incongruous Rover P5; cracking stuff!

Tuning into repeats of classic seventies shows, and not only do the cars at centre stage remind me of the sort of chariots I lusted after once I had passed my test at the end of that decade, with Capri 2.0 S and Escort RS2000 oversteering wildly around every corner with Bodie and Doyle putting the pedal to the metal at every opportunity in 'The Professionals', but also include more exotic metal with Ferrari Dino 246 GT and Aston Martin DBS (the original 6 cylinder car) being regularly featured in every episode of 'The Persuaders,' driven by Tony Curtis and the aforementioned eyebrow acting hero.

However, aside from the 'star' cars used by the central characters, the backgrounds of these oldies can be truly interesting and almost seem to highlight the social and economic changes within society over the decades. For instance, watching the film 'The Lavender Hill Mob' which was made in 1951 - just six years after the end of WW2 - the backdrop items that stand out are the very low speed of the general flow of traffic, indicating the performance of the vehicles themselves as the traffic volume is nothing like as bad as we experience today, the large number of pre-war cars on the road (only to be expected) and that are almost exclusively British, and that any filming on side roads



## In the '70s, these were two-a-penny

rarely shows any parked cars as car ownership still wasn't the norm in post war, ever-so-slightly bankrupt Britain.

Additionally, as the film was set in London, the amount of open spaces complete with piles of rubble and the ends of buildings being obviously an internal wall now exposed to the elements, certainly shows the shocking reality of the devastation of the wartime blitz on our cities and which was still evident well into the seventies, as I can certainly remember bomb site car parking in Bristol on family shopping trips as a child.

As you would expect, programmes from the sixties and seventies show an increasingly busier and more affluent society with the number of foreign cars in shot increasing as the years roll by but the cars in the street scenes remaining predominantly British; Minis, Morris Minors and 1100s, Rovers, Fords and Vauxhalls etc. It's only programmes from the early eighties onward that contain an increasingly higher quantity of imported vehicles.

Old programmes are also a great memory jogger for early childhood, and the sight of a mk3 Cortina somewhere in shot during an episode of Minder or The New Avengers immediately returns me to my childhood and summer holidays spent welded to the roasting hot vinyl seats in dad's 2 litre GL estate on some summer holiday trip, when I desperately tried in vain to find something resembling fresh air as my mum's Woodbine habit competed with the local coal fired power station to win the coveted

'Polluter Of The Year' award and my brother continued his impressive attempts at gaining a Guinness Book Of Records entry for the greatest amount of projection vomiting for any journey of less than a statute mile, all mixed with the heady aroma of four star, tetraethyl lead exhaust fumes and the suspiciously fishy smell of the glue that Ford used to attach interior trim in those days – still makes me feel queasy every time I think about it!

If nothing else, watching these oldies has certainly brought home to me just how good the modern car is. I think we must enjoy performance and reliability that would have been thought of as the sole preserve of exotic car manufacturers only a few decades ago? Even my other sister's Christmas jaunt to France in her twelve year old Toyota Starlet to spend the holiday with my nephew and niece didn't require anything other than carrying out a set of obvious basic checks.

Interestingly, I wonder what personal transport will be like in another thirty to forty year's time and what observations could be made about the equivalent programmes being made today?

Go on, next time you've got a spare moment in an evening, switch on the illuminated box of tricks and tune into an old film or show and see what's happening behind the (usually rubbish) main action, it's actually quite interesting! (Note to self: must get out more...).

Finally, talking about history and France; I've realised I'm long overdue with an observation on our European neighbours and, thanks to a recent email from a BMC committee member (cheers Mark), I'm reminded of a classic comment from Alan Kent about the French attitude to joining the coalition in the war on terror: "It is important to remember that the French have always been there when they needed us". Ahh, that's better!

*Chris Dymock*

# 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		
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Do you wish to continue to receive <i>Driving Mirror</i> by post?		YES NO
Full life membership	(Tick boxes that apply)	£160.00
Full annual membership		£16.00
Associate (joint) annual membership		£8.00
Plastic windscreen badge		£1.25
<b>TOTAL</b>	Cash, or cheque payable to Bristol Motor Club	£
	BMC Reward Vouchers, value £5 each	
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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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# 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 respond on the form Yes/No 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 2-step system for online renewal. **You can now use your Reward Vouchers** online, but to make this possible, payment can **only** be made directly by BACS transfer; this also avoids the charges that had to be added when using PayPal. Simply log on to the club website, click **Join Us!** and follow the link to the self-explanatory renewal form. To use Reward Vouchers, please enter their 4-digit serial numbers in the box provided. Calculate the balance due and go to step 2, which is to make payment 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.

It may seem cumbersome, but it's still easier than writing a cheque and posting it with a form, and there is absolutely **no additional cost**. If you do not use Online Banking then I'm sorry, you'll have to revert to the traditional method.

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

If you encounter any problems or have any questions please email [webmaster@bristolmc.org.uk](mailto:webmaster@bristolmc.org.uk).

# Social Natters

**W**e're tantalisingly close to 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. Before that, we've a club night including a presentation by Bristol Spaceplanes in February, who are attempting passenger space flights. It will be a talk to remember.

Further on in the year, we've our

family weekend at Combe, incorporating the Dick Mayo Sprint and, hopefully, the historic event at Dyrham. All that remains is to remind you about our Social Survey where you can tell us what you want to do. Scan the code below or visit the website for more information.

*Dave, Rich & Andy*

## Upcoming Events

- |             |                                  |
|-------------|----------------------------------|
| February 7  | Club Night - Bristol Spaceplanes |
| February 26 | Awards Celebration               |
| March 6     | 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

## See The World's Fastest Car!

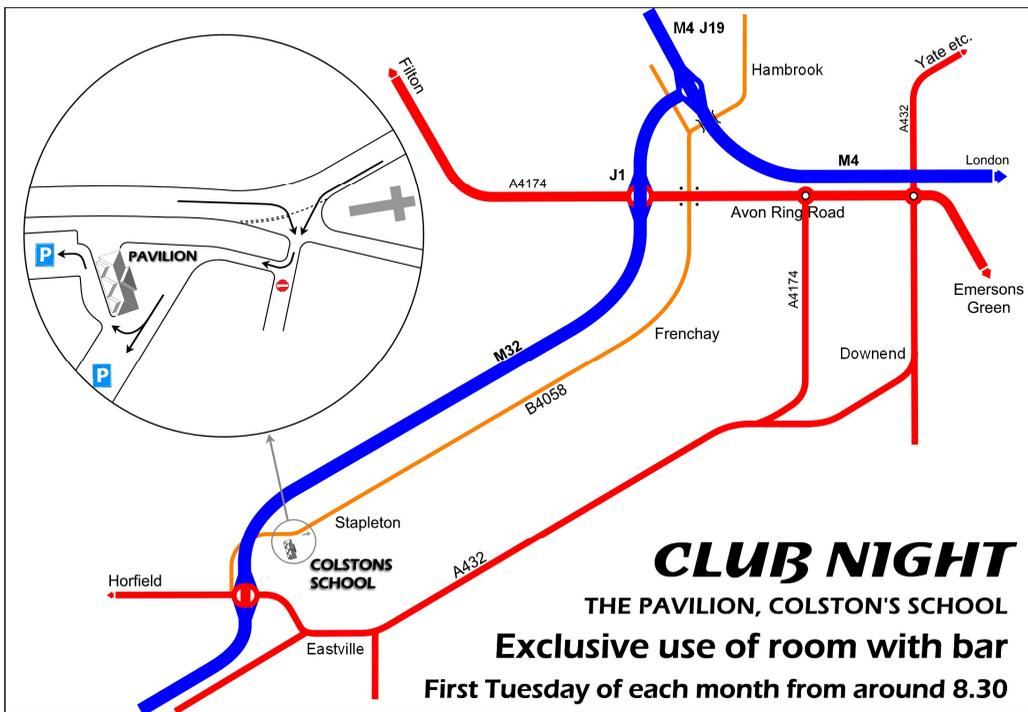
1000mph is the target and you can see the car and meet the team.

Our visit will encompass a **technical presentation** of the project to date, meet the team, a workshop visit, and a **simulator drive** (BMC record: 1033 mph, Matt Nichols).

**£30** per head, including **membership** of the Bloodhound SSC IK Supporters Club **for the length of the project** and a chance to **win a trip** to see the car run in **South Africa**.



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



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