

Driving Mirror



Matt on a Mission

Sept - Oct 2018

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(Cover shot: Matt Parr - 2018 CC Saloons Class D Champion)



www.bristolmc.org.uk

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**The next Driving Mirror deadline is
Friday 7th December 2018.**

Got something to share? Please send any words and photos you have to:

Matt@classiccarsdriven.com

Chairman's Chat



On the surface September may not feel like a busy month for BMC, but scratch beneath that surface and it's surprising what we all got up to. Immediately after the August Bank Holiday and, to both organise and compete, a number of our flock made it down to the south coast for a Wiscombe double header. If that was you then very well done.

Just one week later and once again we ran our bi-annual AutoSOLO at Westonzoyland in Somerset. Entries were up from May and Nick managed to pull together a top team to organise. Thank you all. He also managed to arrange catering, loos, two Rainbows and a Sunshine. The weather wasn't bad either.

As always, there were some great performances out on the course with Ross Woodhouse, Alan Foster and Simon Clemow all taking Clubmans class wins. Whilst Alan Wakeman and Tom Caldecourt enjoyed similar successes in the Nat B classes all while Dave Greenslade kept Steve Conner at bay to take FTD. Great stuff.

Twelve days on and fourteen owners and their cars plus a further six drivers ventured west of Cardiff for our annual track day at Llandow. Unfortunately, after a family event got moved, I couldn't be there myself but I am reliably informed that everyone had a good time, despite a few excursions.

Looking outside our own events and three members/ close associates were busy having

much success themselves. James Coulbourne was crowned the Teekay Couplings MK5 Production GTI Champion whilst Richie Marsh showed his metal in the rounds he took part in despite a late start to the season. Including a podium finish as Brands Hatch.

Matt Parr was another to venture out circuit racing by taking part in the Castle Combe Saloons. With support from Grant Motorsport Matt pedalled a Citroen Saxo to an incredible Class D win at the first time of asking. How awesome is that.

Matt, who was even leading the championship at one point, came home in the end 3rd overall. Clearly bitten by the bug, there are now even bigger plans for 2019 in another (TBC) car. Part funded by the sale of his beloved and much modified Golf Gti MK5 road car no less. Commitment indeed.

Most recently, at this month's club night, Dave Greenslade and Ady Taylor led a desktop NavScatter ahead of our event on Friday 19th October. Of course this soon became competitive, well there was chocolate at stake, with in the end Tony Streeting's table bringing home the Celebrations. Good work.

In the magazine this month, messages of thanks, our 2018 MX5 challenge, pictures from Westonzoyland & Llandow and Chris Dymock complains (again), this time it's aimed at small cars.

Matt



Manor Farm Hill Climb - Incredibly a gas leak stopped play.

Some messages of thanks.

Thanks to Andrew O'Malley for co-ordinating this year's Vincenzo & Sons MX5 Championship and all the BMC members who organised, time kept or marshalled at any of our events. Your commitment is greatly appreciated. All events ran like clockwork, were highly professional and most importantly were great fun. I chose this championship to inexpensively enter motorsport, to meet new friends and to have fun, which this championship is delivering in spades.

Andrew Thompson.



Dear Jan, and Team,

On behalf of Brian Gent, Keith Marchant, and myself may we thank yourself, and all the Five Clubs team, for all your hard work. You ran another great pair of hillclimbs last weekend at Wiscombe Park, but this year we had nice weather both days.

The team were so friendly, and helpful. You made it so easy for Keith Marchant to switch from his broken Gilbern, to share my credit to the Five Clubs, and sums up the spirit of the team, which makes it such a pleasure to compete at Five Clubs.

When Brian Gent finished his last run, she came over, and pointed out a water leak. With the leak fixed the same marshal then donated her drinking water, so Brian could drive back down the hill. She is a credit to the Five Clubs, and sums up the spirit of the team, which makes it such a pleasure to compete at Five Clubs.

Thank you all once again especially the marshals, and hopefully we will be invited back again next year.

Yours sincerely,

Chris B Dennis



Castle Combe is one of my favourite circuits and I love doing both the Great Western and the Dick Mayo Sprint, I always have a great time and at the event in the summer, there is nothing like a whippy ice cream in the middle of the day.

Steve Broughton.

MX5's Season Finale

Manor Farm Hill Climb saw the 'Vincenzo and Son Bristol MX5 Challenge' season come to an end, with it all to play for going into the final 2 day event. Andy Laurence led the championship but it was going to be a close run battle never-the-less with both Tom Caldecourt and Nick Lear hungry for the win. Weather was forecast to be rather wet and they were right.

Saturday practice runs looked very promising for Tom, who definitely set out to 'win practice' and set himself up for the psychological victory (Mr Laurence's usual tactic!). However, things took a twist when a competitor went off early in the timed runs hitting a hay bale, which alarmingly hit an exposed gas main triggering an MSA "Major Incident", an immediately evacuation of the start line area and, ultimately, cancellation of the remainder of the event.

A quick mental tot-up of the scores suggested that it was now mathematically impossible for Tom or Nick to catch Andy... the championship was unexpectedly won by 2pm... at this point Andy got changed into more subtle attire (See Opposite). So a rabble of MX5 drivers (is that the right collective noun?) were left in a quiet, rainy seaside town with nothing to do but sit it out in a local pub, beer was drunk, so was Sambuca, maybe some Jagerbombs and then things



Enjoying a Saturday afternoon off

got really competitive with an entry into the local harvest festival auction. Not sure what happened the next day so this review only accounts for the Saturday. I enjoyed this season (as a non-competitor) and I'm pretty pleased to say that the MX5 Challenge has matured (Ha!) into an amazing close, but fun, championship. Roll on 2019 where a little birdie tells me that we'll see a few familiar faces joining the championship.

Andrew



MX5 and Gurning Champion Crowned

My Season - Andy Laurence

After a year off competition, I handed over the running of the Vincenzo & Sons Bristol MX5 Challenge to Andrew O'Malley and entered the RS (Rusty Shed) into the full 10 round championship. A few of us did a test day before the Great Western Sprint and I was pleased with the performance of the car and driver combo. As it turns out, it didn't play out to my expectations on the day of the sprint with Tom taking an early lead and I finished 3rd behind Garry. Kemble was my chance to turn the tables, but Tom was again very strong and I struggled until finding some pace in the afternoon and a win with it.

Llandow was round 3 and the championship was really taking shape. The battle was intense and Nick took a new class record ahead of me with Garry just behind and Tom in 4th. I was now leading the championship. Our first AutoSolo at Westonzoyland was round 4 and I was really quick until the last run, where I thought I had a bigger lead than I did and threw it all away, finishing 3rd. Rich became the third winner of the season, whilst Mike showed future form with a brilliant afternoon to finish 2nd. Tom had a tough day and finished 4th.

Round 5 was Clay Pigeon and it was my first return since I ran the ADR there in 2014. It's rather different on road tyres. It was a titanic battle and somehow I came out on top with Nick fractions behind and ahead of Tom. Next up, we were back at Castle Combe for the Dick Mayo Sprint. Tom was off the boil, but Rich was on fire. On the final run, I took the class record and the win from Nick and Rich. Mike was again showing an upturn in form in 4th, ahead of James. The middle season had gone well and I was now in a good lead in the championship, but well aware that the lead was fragile.

Round 7 was the second AutoSolo at Kemble and I had nothing. I couldn't put in good times at all on the day, at an event where I can normally throw down single run times good enough for FTD. It wasn't the car, because Dave was storming the field on his way to Clubman FTD in the same seat. Tom was in great form and looking like the winner and that's how it was announced. However, a late appeal on the results came when Mike discovered there was a typo on one of his times and when corrected, he jumped from 4th into the win. He was the 5th winner of the season with Tom and Nick following him home. I finished down in 7th so I had everything to do at Westonzoyland for Round 8. It wasn't to be though;

I was FTD after the first test, but dropped lots of time during the day, finally pulling it back to finish 2nd behind Tom and ahead of Nick. That made it a two-way fight for the title at Manor Farm.

The final two rounds were a double-header weekend at Manor Farm and I just had to beat Tom once to win it, whilst Tom needed a win and a second place to do it. It was raining in first practice and I found myself about 5 seconds off the pace and practically last. This was not good news. I put in a better run in second practice to pull into 3rd, which wasn't much

use as I was 1.5 seconds behind Tom. Then the unbelievable happened. An MG spun off the track on the exit of turn one, clobbering a straw bale and moving it far enough to strike the gas main it was protecting. The gas board were called and the event was abandoned as they had to send a specialist from several hours away. With the event abandoned, everyone had to start calculating the permutations if there are fewer rounds. After some time, we established that Tom couldn't catch on points and so the MG had unwittingly settled the championship.

After competing for 15 years, I've won quite a few class wins, had FTDs, set class records and course records, but this was my first championship win. I celebrated with no style or grace as I bought a round of Jaegerbombs at the local pub that night. Most importantly, I've had a season of really close racing with a great bunch of competitors who have become good friends in the process.

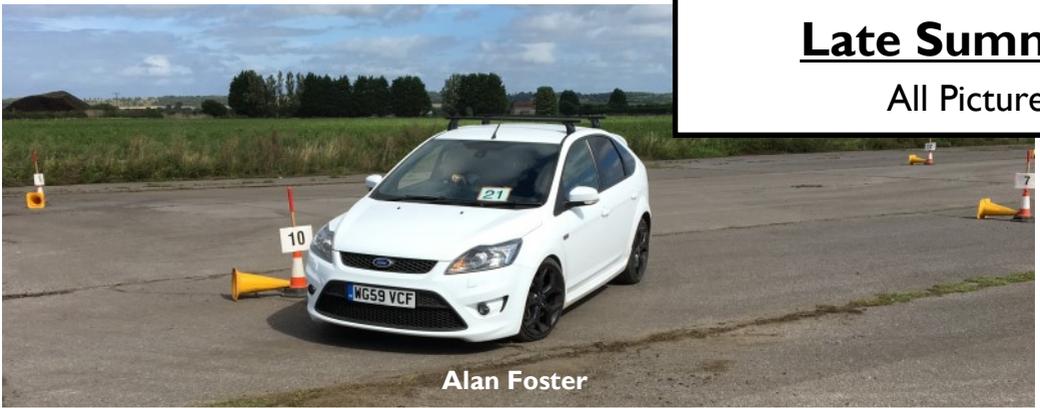
After a night of celebrations, I retired to watch everyone else race the following day. Tom and Nick battled hard, finishing in that order, with the top 6 covered by just 6 tenths of a second. This typified the championship this year, where a bunch of racers had fun and finished nose to tail; there were often 4-6 people in with a shot of winning coming into the last run of the day.

Andy



Late Summer

All Pictures: [unclear]



Alan Foster



Andrew Thompson



Mike Lear

er AuoSOLO

Matt Nichols



Alan Wakeman



Simon Clemow



Martyn Boulton

2018 BMC Vincenzo &

Andy La



Steve Kilvington
Stephen Kilvington Photography

& Son MX5 Champion

Laurence



2018 - Lland

All Pictures:



Gill Davies



Richie Marsh

Low Track Day

Michael Fox



Aaron Sharp



Darren Silver

Drive-By

Good Lord, surely that can't be it? Utterly crazy - but the only plausible explanation? Hmm...

Allow me to explain how I've recently arrived at a rather shocking realisation.

What with one thing and another (actually, rather a lot of factors that I won't go into here), the 12 months to date have certainly seen the Gods fling more doo-doo in my direction for me to deal with than at any other time in my life.

Fortunately, I have a fall back constant of working for a very good company and thoroughly enjoying my particular role. So although my working days are very busy and correspondingly require me to be sat at my desk rather longer than I would ideally prefer, when I'm in work I'm at least able to escape the rest of the manure heap that currently masquerades as my life outside of the office.

However, being in work does require my daily commuting between my home in Bristol and my office in Thornbury, and this where it all starts to go wrong.

When my company first relocated to Thornbury a little over five years ago, both morning and evening commutes weren't what you would call horrendous, with the morning run being particularly easy as I'm travelling at stupid o'clock.

Being an early-bird by nature I'm usually in work for around 6.30am as I've never seen any benefit in sitting at home watching the breakfast news and slurping my way through my first cup of finest Columbian brew whilst the traffic is just getting busier and busier.

But about six months ago or so, I started to notice a certain phenomenon that has plagued my commute as I travel on the stretch of the A38 between Thornbury and the motorway, and once this regular happening finally registered in the soggy grey lump between my ears, I've realised that it occurs on every journey on that cursed road and that some dark forces are likely involved..

Sorry, what am I banging on about? Poxy small cars.

Well, sort of - bear with me here as this isn't the actual shocking realisation I've come to, I'll get to that a little later, but it is the reason behind my lucidity of the circumstances.

What is it with the people who drive the more dimensionally challenged of the vehicles travelling our roads these days; you really do have to question at times whether they are they the legal holders of a current driving license, or even compos mentis, come to that?

Come on; ninety nine point something percent of all British motorists have also passed a reasonably comprehensive test to prove they're up to the task, yet some of the driving by others that I experience almost every day does beggar the question of whether they have the attention span of a gnat and have actually managed to forget everything since that most stressful of days when they had to demonstrate beyond reasonable doubt that they had what it takes to carry out this fairly simplistic sequence of tasks? Or, more worryingly, binned the rule book altogether at the first available opportunity, presumably as it's 'all a bit of an unnecessary fuss'?

What I'm getting my knickers in a twist about is the shoddy, half-arsed and generally lackadaisical approach to driving which appears to be gaining prevalence by the day and which is almost exclusively the preserve of the small-car driver (oh yes it is, it's my rant and I'm sticking with it).

Be honest, tell me you haven't been involved in the following scenario within the past 48 hours of being on our roads?

You're fourth or fifth or so in the queue when the traffic lights sequence to green. You observe the first couple of cars proceed, get yourself ready, and then...nothing, no movement at all? I guarantee that the answer to the puzzle will be some half-wit in a pint sized eco-mobile who - for their own, unfathomable reasons - is still wrestling with the intricacies of actually making a decision to go forward and the technical procedure involved in doing so.

Eventually the teeny, fossil-fuelled glacier that has been managing nothing more energetic than a fair impression of a roadblock will eventually creep forward at the pace of a reluctant sloth

and if you're lucky you might just manage to get across the junction before the lights change again.

But your torment won't end there, ooh no; because even if you are fortunate enough to get across the junction, the velocity-averse, wardrobe-on-castors in front will now continue to accelerate with all the vigour of continental drift. Until they reach a heady five miles an hour or so lower than the posted speed limit that is, and then deciding that's more than enough of that sort of thing, thank you very much!

Leaving you jealously watching those in front of your unwanted, self-appointed speed limiter disappear unfettered over the horizon as you begin to contemplate the meaning of life or even whether the Almighty has finally taken exception to your considerable tally of misdemeanours ...

Really? Because unless they've recently passed their test, it's not as if these Drivers-of-Diminutive-Dross haven't had plenty of opportunity to practice. So what, for the sake of the sanity of the nation, is their problem? And no, modern engine stop/start systems aren't to blame as they are very adept at getting a car running in the time it takes for the lights to change from red to green. If you're paying attention, that is.

Nope in my opinion (my article, my rules) this is all down to someone being in charge of a motor vehicle who really shouldn't be in charge of anything on wheels more technically challenging than a shopping trolley. If you can't muster enough wit to maintain a reasonable level of concentration or have enough confidence to execute the requirements of something the government considers a seventeen year old mature enough to carry out, then do the rest of us a favour and use the proceeds of the sale of your automotive hairshirt to purchase a rover card for the local bus service.

Okay, details er, detailed, it's now time for my shocking realisation.

My ending up behind an automotive rolling roadblock on the A38 doesn't just happen willy-nilly, oh no. What I've realised is that it happens as I start every journey on that piece of road. Every time. And that's got to be deliberate...

And I'm not joking now, really not joking at all - my realisation is based on hard facts borne of

observation.

Every morning I sit at the traffic lights on the motorway junction at Almondsbury waiting to start onto the A38 and I guarantee that I'll watch some numpty in a wheeled snotbox enter onto the A38 after leaving the M5 North and be beyond the short two lane stretch of carriageway in front of me before the lights change. And I end up crawling along behind them at 30–35 mph all the way to Thornbury.

But more spookily, whatever time I leave work - and I've tried varying the time on a daily basis - the morning numpty's idiot cousin driving an equally limp eco-mobile will pull out right in front of me from one of the other companies sharing the business estate in Thornbury and I'll once again end up following them all the way to the motorway at a speed that most cyclists would scoff at.

Every journey. Every time. Day in, day out. Without fail. And I've now realised why, because I've seen this before - it's the theme of a science film starring Jim Carrey; *The Truman Show!*

In that film Jim Carrey's character, Truman Burbank, has been living his entire life in a small town created on a film set contained within a giant climate controlled dome as part of the ultimate reality television show of all time. All the town's inhabitants are actors working to a script and Truman's every moment is broadcast live to the world.

When Truman starts to cotton-on to the truth of his existence and makes a move to leave the fictional town, cars suddenly appear from every driveway and side road to impede his progress giving the programme directors time to invent a reason why the only road out of the town is closed and Truman returns to his home.

Oh yes, the truth of my life is now crystal clear: *The Truman Show* isn't fiction, it's very real and based on me - I'm actually taking part in the ultimate reality television show of all time!

So, please Mr Director Sir, can I have my easy commute back? And if I may be so bold as to make a suggestion for the script, a roll-over lottery win would make for a great storyline...

As Truman said at the end of the film; "good afternoon, good evening and good night"

Chris Dymock

Privacy Notice - New Members

Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found at <http://bristolmc.org.uk/committee-officers/>

Collecting your information

We collect your information when you fill in a membership application form, such as the one opposite. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address). When you give us information about another person, such as an associate you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

Using your information

We use your information when you first apply to become a member of Bristol Motor Club and then to administer and renew your club membership and provide you with member benefits.

Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

Your rights

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies. You may ask us to stop using your information, and to delete it, although by law we must maintain a permanent record of members. If you ask us to do this, we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner.

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - www.bristolmc.org.uk/reference.
If you agree please tick box

Full Member	First name	Surname	
	Email		
Associate member	First name	Surname	
	Email		
Address			
Postcode			
Main phone		Alternative	
Have you previously been a member of Bristol Motor Club?	YES / NO	Membership No(s)	
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post?	<i>(Delete as appropriate)</i>		YES / NO
Full membership	<i>(Tick boxes that apply)</i>		£ 20.00
Associate membership <i>(see www.bristolmc.org.uk/join-us for membership categories)</i>			£ 10.00
Additional windscreen sticker (first one is complimentary)			£ 1.50
DEDUCT REWARD POINTS £1 each (applicable to existing & previous club members only)			
TOTAL	cash or cheque payable to BRISTOL MOTOR CLUB		£

DECLARATION

I / We, the above-named applicant(s), hereby:

- apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the company which can be found on the Club website www.bristolmc.org.uk/reference;
- agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk. Please post the completed form with your payment to Zoë Tooth, 49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE	Date received	Membership No(s).
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NOTES

CATEGORIES OF MEMBERSHIP

There are two membership categories: Full Member and Associate Member. An Associate Member 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.

PAYING ONLINE

If you wish to use online banking please go to the *Join Us!* page on the club website and apply using the online Membership Application Form.

DECLARATION

I / We, the aforementioned applicant(s), hereby:

- apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the company (which can be found on the Club website www.bristolmc.org.uk);
- authorise you to enter my name and other information entered here in the Register of Members, which is solely used to produce mailing lists for club publications and event regulations. The information will not be passed to any third parties.
- agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member, and Associate if applicable)

Date

Any questions please email membership@bristolmc.org.uk

Please post the completed form with your remittance to Zoë Tooth,
49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE

Date received

Membership No(s).



Supercar Saturday

Do you have a need for speed?

Saturday 27 October 2018
Castle Combe Circuit, Chippenham,
SN14 7EY

Gates open 9am. Admission £5, concession £2.50,
under 16s free. Tickets can be booked in advance.

Rides
from
£25

Together we can conquer stroke

Stroke
association

Put yourself forwards to join the committee in 2019

We are recruiting active club members to fill places on our main committee. A very special place where all important club issues are discussed and where we decide what as a club we will be doing now and in the future.

If successful in joining (confirmed at a General Meeting) you will be helping to shape the future of the club so that it continues to survive and thrive.

(Commitment involves attending up to eleven meetings each year (first Monday after each Tuesday Club Night) and typically being involved with an event).

R.S.V.P.

Matt@classiccarsdriven.com (M) 07989 601 774



Need somewhere to store your competition vehicle?

We offer a storage facility in South Gloucestershire next to the current club stores catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

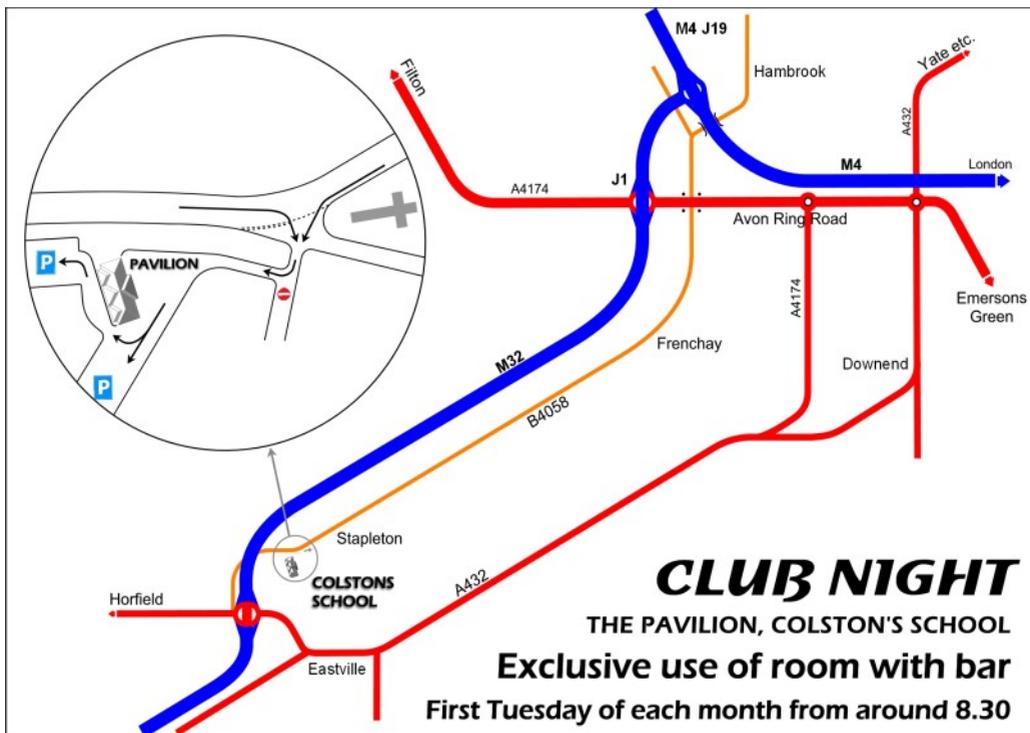
2018 - Remaining Events



Date	Event
Friday 19th October	Autumn NavScatter
Saturday 27th October	SuperCar Saturday
Tuesday 6th November	Quiz Night
Sunday 11th November	Roy Fedden Sporting Car Trial
Sunday 25th November	Allen Classic Trial
Tuesday 4th December	General Meeting and Xmas Buffet



More from our Track Day (Pictures: Michael Fox)



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