

Driving Mirror



Glorious Great Western

Mar - Apr 2019

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(Cover shot: Andy Laurence)



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All our events for this year on one page.

**The next Driving Mirror deadline is
Friday 7th June 2019.**

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

Matt@classiccarsdriven.com

Chairman's Chat



○ K. Who invited the whole of Bristol to the Great Western Sprint.

Now as most people who support our circuit based speed events know, we normally enjoy a good entry, but apart from a few interested and dedicated souls, never draw much of a crowd.

Step forwards to Saturday 23rd March at Castle Combe Circuit in Wiltshire and following some great promotion by Andy Laurence put simply, you couldn't move.

Also, and I can only assume to protect grassy areas elsewhere, the circuit chose to keep everyone in the paddock area that to the credit of all involved, still meant parking standards were high, even in some cases by car make and model.

Yes, Mr Laurence had been active on Facebook and Twitter, even lining up an interview that morning with Ali Vowles on Radio Bristol that appeared to go down very well. So thank you Andy, you helped create a real buzz about the place.

Perhaps this is how it should be, because the drama out on track was also about to unfold. Stand out performances for me began in A3 where not only did Dan Trotman secure a 3rd place amongst some quick drives, Andrew O'Malley managed to get his MX5 down into the 154's. In A4 things got even more crazy where presumably to keep Stephen Moore's 650BHP Mitsubishi Evo at bay, Matthew Bennett pedalled his near stock 996 Turbo around in an incredible 139secs. That is single seat territory.

Talking of top performances, James Hurford kept ahead of all his fellow MX5 competitors, that include Mr Greenslade himself btw, with a sub 160sec run in his now slightly aging MkI Eunos Roadster in its faded moss green. James also managed

to set a new class record and of course gets his season off to the best of starts. Let's hope it doesn't come down to hitting a single cone this time.

Over in B2 and Mike Smith beat Chris Smith by the smallest of margins, whilst in B3 Alex Millard put in his best performance yet after much winter fettling. Further on in the running order Luke Trotman and Andrew Bisping both ran well in their respective classes (of one entry each sadly) as did Simon Clemow in the recently reborn Force PT.

Elsewhere Bob Bellerby impressed, as did Steve Broughton who although unable to keep Colin Calder at bay during the timed runs, managed to do so in the top twelve run-off. Very well done to Steve, in top company too.

Of course you cannot be Chairman of this fantastic club without thanking everyone who helped out on the day, so thank you, you did an awesome job.

Matt



(Picture: Andy Laurence)

Fuelling the future

A few weeks back I found myself daydreaming on the journey home from the Great Western Sprint at Castle Combe. I was pondering the future of Bristol Motor Club and it's affiliated events, like the one I had just visited. Of course, the consideration was not whether the club will ever fizzle out—over 100 years of faithful memberships dispels any doubt that our club is here to stay—more, was wondering about the cars.

What would the line up of, say, the 2050 Dick Mayo sprint look like? How might we manage events like “Spirit of the 60s” in the absence of fossil fuels? How might the cars of the future alter the spectacles and organization of the events themselves? Will motorsport still be as exciting?

Of course my thoughts inevitably veered towards electric cars, or “EVs” as people have come to call them. The electrification of cars is a rather contentious issue, I appreciate, and there is certainly not enough page space here to cover all of the points that can be made about them. However, one thing for sure is that our future is likely to involve them in one way or another.

The BBC recently wrote a report on the matter of EVs quoting the UK Governments “effectively zero emission by 2040” statement. They seemed to imply that we will all be driving EVs as soon as the coming decade or the next. Although such projections contain many caveats and do seem slightly overreaching to me, there is no sense denying the inevitabilities of electrification. It is worth discussing now.

We all know that petrol has had its day. It is obviously not a renewable source of energy, and although crude oil stocks remain, as anyone working in the energy industry will confirm, it is getting ever harder to extract it economically. By 2050 I'm sure it will have got to the point where it is simply too expensive to routinely run classic cars on petrol, or quite simply, it is no longer an option.

What about diesel cars, you might ask? It is true that with wonder oil you get more bang for your buck, meaning diesel is more efficient, and therefore a potentially longer term fuel source than petrol. You might think this a crazy consideration but there are diesel-powered race cars in existence now—the Audi R10 TDI won the prototype class more than once in the Le Man 24 hour race.



The Audi R10 TDI. A very successful racecar, but a breed soon to be forgotten

However, despite this diesel is in the doghouse and its future looks doubtful. The pushing of diesel cars onto the general market has been an unprecedented disaster for the environment and this trumps any other point that can be made; just take a trip to Euston Road, London, and smell the air to see what I mean (this, by the way, is now one of the most polluted roads in Europe due mainly to Diesel particulates).

Mix this with fraud and conspiracy on behalf of several prominent diesel car manufacturers, and the heavy tax duties recently placed on them by the UK Government, and it is fair to say that diesel cars probably won't be featured in any motorsport

events by 2030, let alone 2050. Even diesel safety vehicles will probably be replaced.

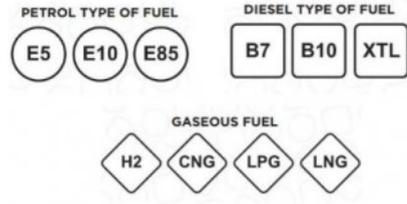
Given these issues it is fair to say that internal combustion engines are sure to be replaced in the longer term future, but given how ingrained they are in our economies and industries, and simply how many there are running now, I imagine we still might see them in some form in 2050. A further point is that it is important to keep some classic cars running in their natural form, without converting them to electricity. It would be sad to only ever see vintage machines static in museums. I imagine many people in the club feel the same, hence, there will come a time when some kind of petrol analogue will be needed to keep classic car races going.

Therefore, before I discuss EVs I'd like to consider how we might keep internal combustion cars going. Can they be made to run entirely on cleaner and more renewable liquid fuels?

To be honest I think this process is happening now, but in a clandestine kind of way. You might have noticed that bio-diesel has become an option at certain station forecourts and these are made from renewable (or at least partly renewable) plant based sources. It also works with current technology with no need for conversions. Fine, but as mentioned above diesel cars are not the answer. What about petrol alternatives? Well, there is the option of bio-ethanol. Although it has been recently deemed unviable by the Britain government and removed from the small number of forecourts that stocked it, in Australia its use is on the up.

Moreover, it is becoming increasingly more common to convert petrol sports cars to "E85" bio-ethanol. The same as bio-diesel E85 is a renewable fuel as it is produced from fermented crops such as wheat or sugar cane. As a fuel it can even, apparently, be used to generate more horsepower from petrol engines: an added bonus (I suppose this is due to its resistance to knocking or pre-ignition). However, considering the acreage required to produce just one gallon of bio-ethanol, and the pesticides and farm machines needed to maintain them, you can see why this has not been adopted in Britain. If ethanol is to become mainstream this would probably be

through dependency on the export markets of large land-mass countries, and this comes with its own unique issues.



Current filling station options, which will increase over the coming years with different petrol-ethanol blends (E5-85), diesel and diesel biofuels and gaseous fuel options.

Aside to pure “biofuels” the use of blended fuels, mixing petrol with increasing amounts of ethanol and other products, is also becoming more common. So much so in fact, that the EU has recently declared that pump labels will have to be changed very soon to clarify when a blend is being used and the percentage of petrol or diesel it contains.

Relatedly, I’m always surprised how unfussy and versatile internal combustion engines are. This is another reason why I feel they will be around longer than some believe. I once saw Taxi drivers queuing up to refuel on cooking oil in Hackney a few years back, and on a trip to the Croatia I heard a local tail of a man using Rakia (a drink similar to vodka) in his petrol car to get home after he had run dry.

Of course both biofuel and blends don’t really solve the environmental issues. It is nice to think that we can keep our classic motors running somehow, but EVs I suspect will become the predominant family car.

There is a lot of hearsay surrounding electric power, hence I'd like to take this opportunity to dispel a few myths, during the below discussion. As far as I can see, the most prominent arguments used against EVs are charge time, range, cost, lifespan and excitement, noise or any other visceral effect that EVs are perceived to be lacking.

Lets examine range and charging time first. The so-called "range anxiety" issue, is to say that even on full charge the millage of EV vehicles is too low to make a longer journey. If you run out of power, you are stranded. From a motorsport context we might ask: can an EV make four laps of Castle Combe on full chat, and then the journey home? Does Castle Combe need to install a multitude of power outputs?

These are understandable concerns but the reality is that the range issue has essentially already been solved. The next generation of EV cars in development now are set to double the range of current models, and lets be honest, how often do you need a 400 mile range in one go? If you are undertaking a 200 mile round trip you would probably be stopping for a few hours at the destination, thus allowing ample recharge time. On a longer London to Edinburgh type of trip perhaps range is essential, but again, who doesn't stop for breaks along the way.

In terms of recharging time Tesla have got it right: they have installed over 290 high-power terminals (or "super-chargers" as they call them) on Britain's motorways that can boost Tesla cars to 80% charge in just 30 minutes. It is difficult to claim you would ever be stuck without a station or that a 30 minute break on a long journey is unacceptable. They can also be used for free, I might add, which is impossible for any internal combustion vehicle to compete with.

Next let me give you a case study for excitement. Last June at the Pikes Peak sprint in America, the VW I.D. R (an internet generation name if ever I heard one) stormed up the mountain setting a record smashing time of 7 minutes 57 seconds. That beats Sebastian Lobe's former record of 8 minutes 13 seconds by a country mile. Bare in mind that this is a 13 mile race uphill and the I.D didn't miss a beat on any of its runs.



The VW I.D R. Proof if ever was needed that EVs can be exciting over a long range.

EVs, I'm sure, have driving excitement and performance covered, but what about things like noise? Well I suppose electric engines do naturally sound quieter but it is wrong to think they are mute. Footage of the I.D at Pikes Peak makes it sound like a radio controlled car on steroids. Evocative of the excitement I had with my RC "Grasshopper" in the park as a child. We should also note that if whizzing electrical sounds are not your thing, I'm sure consumer EVs will have optional sound augmentation that can emulate anything from a Lambo to a Group-B rally car. Artificial sound technology is already in place in many petrol cars such as the redoubtable BMW M3, so we can hardly say it would be cheating to use it in EVs.

The Pikes Peak example also demonstrates nicely some of the benefits that EVs have over internal combustion. Firstly, the I.D is immune to Oxygen starvation; internal combustion engines suffer from power loss proportional to their altitude as the air thins. Second, all electric engines achieve maximum torque at comparatively low rev ranges, meaning off the line and "rolling start" performance of EV compared to regu-

lar cars is quite simply breathtaking. If you search on YouTube for videos of drag races involving Tesla P120 versus Lambos, Ferraris or Porsches, you will see what I mean.

To end let me give you a few last sentences on cost and lifespan (meaning how long the car lasts). EVs are inherently less complicated than internal combustion engines and combined with mass production on the same scales that cars are now, I don't see why they would ever be more expensive than an equivalent petrol models available now.

In terms of reliability, they have far less moving parts and hardly any servable items. There is less to go wrong. Note that EVs also benefit from the 100 or so years of development that regular cars have been though, meaning things like rust-proofing, the use of recycled materials and weight saving are all inherited and used to good effect. The obvious exception here is the Lithium-ion battery that EVs depend upon.

Yes, they can only support a limited number of recharges and they capacity decays over time, but improvements in battery technology are happening all the time and moreover, I don't see why these cannot be considered a serviceable item (all be it a rather costly one) that is factored into longer term running costs. Manufacturers have already thought of this and many offer battery lease contracts, meaning you can get a new one after a certain number of years.

Looking at the EVs available now I appreciate that it is hard to imagine an EV-only sprint taking place. We would need recharging stations for sure and there might well be rows of drivers tapping their feet during extended lunch breaks waiting for the race cars to charge. However this is not 2050. We have to imagine where things will be after a further 30 years of R & D and pan-manufacturer competition. The priority for 2020 is getting the industry going in terms of infrastructure and manufacturing, and the line ups in most peoples price ranges are rather boring city cars. But think of the Formula One pragma: many technologies developed in motorsport become incorporated in regular road cars eventually, so by 2050 we might well see rows of VW I.D cars ready to sprint round Castle Combe.

I for one, can't wait.

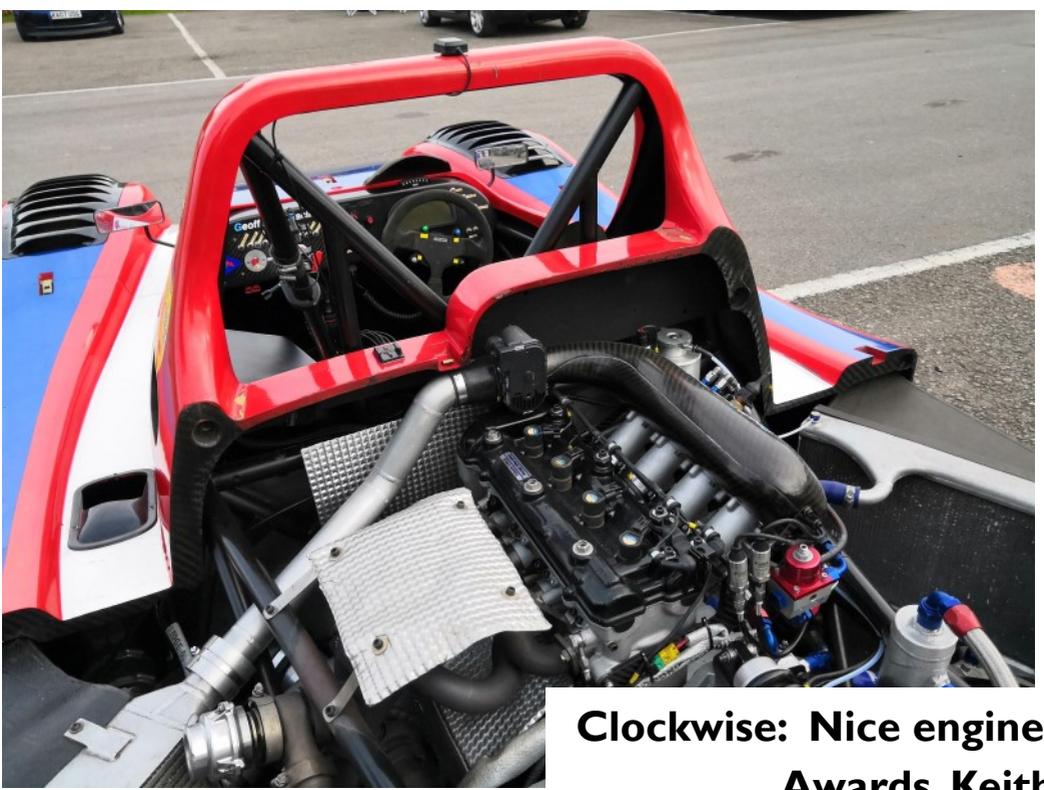
Will

GWS in pictures



Cheek. It's been ages since we finished in the dark (Pictures: Andy Laurence)

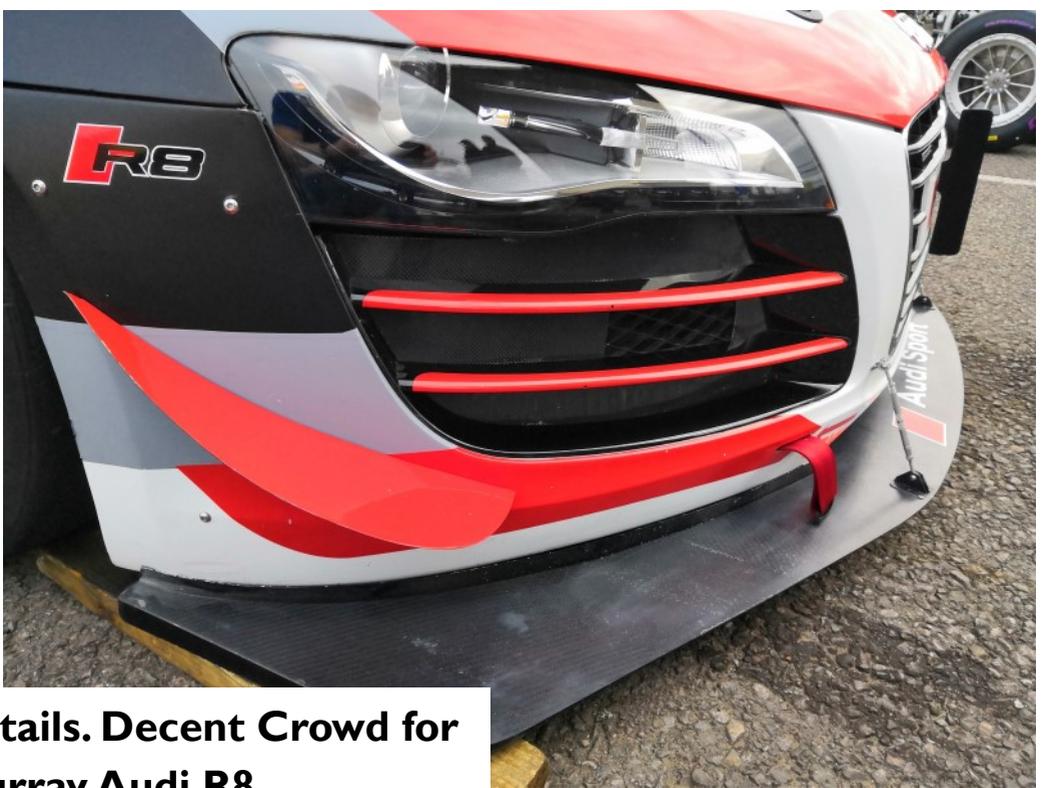




**Clockwise: Nice engine. D
Awards. Keith M**

(Pictures: An





Details. Decent Crowd for Murray Audi R8

(by Laurence)





Whoop there she is. The mighty

(Picture: Andy I



Steve Broughton machine.
(Laurence)

MX5's Season Opener

Last season went better than I could have hoped. After a season-long battle, I came out on top. Just. The Great Western Sprint was the first round of the 2019 Vincenzo & Sons Bristol MX5 Challenge and it was my first chance to wear the coveted gold 401 number as last year's champion. If I thought last year was tough, this year will be really hard. I'm sharing with Dave Greenslade all season as he's no longer sharing the Force with Simon Clemow. As Simon and all other Dave's partners know, he's fast. Really fast.

Dave was kind enough to prepare the car before the event, so my task was to arrive at the circuit with enough cash for breakfast. I arrived nice and early as I'd been asked to give an interview on Radio Bristol with Matt Nichols at 0745. I can honestly say that's more nerve-wracking than driving. Interview over, I awaited my prepared car, which Dave parked up as the scrutineers arrived. Sticker applied, we headed for the drivers' briefing, which is always entertaining when Paul Parker is at the front.

After the briefing, we had a fair amount of time, so we wandered around the cars in the paddock and grabbed some breakfast. There were lots of spectator cars in the paddock already; more than we usually get all day. This was as a result of Castle Combe Circuit promoting us on social media, Queen Square Breakfast Club mentioning they were attending and the radio interview. There were some awesome motors too; a line of Datsun 240Zs, every current BMW M car, a McLaren, Noble, SI Range Rover, etc.



The Laurence-Greenslade M

Anyway, we had practice to do. I was first off the line and went straight into a rather scrappy run. I came back in, telling Dave how it was scrappy and there's loads more time in it. After swapping numbers and fitting Dave's booster seat, he headed out for his first run in the car. I headed back to the paddock for my phone to check the times. Imagine my amazement when I discovered that I'd smashed the class record by over 2 seconds! I was exceptionally happy to find James in 2nd place after his disappointing season last year. Was his mojo back?

With no red flags, it looked like we might get our first timed run in before lunch until a lovely Lotus Europa had trouble. Lots of it. Serious too. Some say that's expected. The engine was toast and had laid oil "around the whole circuit" according to many reports, so after a long stoppage for the marshals to earn their lunch, we were pushed back to the afternoon. That gave me lots of time to ponder my lead in practice and try to live up to it.

The first timed run was when it mattered. I got 10 minutes to myself in the car to prepare. I was obviously psyched up, because I drove far too hard and went 2 seconds slower on the first lap and 1.5 seconds slower on the second. I was amazed to have made it out of Bobbies on lap 1, having gone in far too hot into the right-hander. The pressure was now well and truly on. James had stormed into the lead with a new class record, Dave had started to get his eye in and was nudging towards the class record too. I was third. Ominously, Rich Glindon had posted the second fastest time after lap 1 but spun at The Esses on lap 2.



The event had become very, very popular with spectators and there wasn't anywhere to park. The Tavern was absolutely full all afternoon and that meant I didn't get a slice of Honeycomb Rocky Road - they've started using Cakesmiths, who do delicious cakes and Honeycomb Rocky Road is my favourite! Anyway, I'm digressing and you probably want to know what happened in the second timed run, right? You've read this far, so you might as well find out.

IX5 sporting its golden 401

I was determined to reign it back in and set a good solid lap. I concentrated on not pushing the braking zones too hard and not going into the corners too hot. I realised that I'm no longer scared when approaching Tower, which has always been a feature. Avon Rise still scares me though, especially as the brakes are so snatchy and I'd locked both front wheels on my previous run, leaving a set of IIs all the way to Quarry. Dave had remarked on the smoke after the run. Whoops!

I started off and fluffed the change into 2nd. Not content with that mistake, I then missed the shift into 3rd as well. Did I mention I drive an automatic most days? I made the shift into 4th without drama and set about setting a good solid run without being too greedy on the



No Moss grows under the feat of Mr Hurford

brakes. I got to the timing screen at the finish to discover I'd done a 160.64, which I knew was under the existing class record, but I wasn't sure if I'd pipped James' run. I hopped out and helped Dave into the car before checking the times. Nick had already finished his second run and I was leading by 0.09.

I ensured that Dave and James both knew they had to go faster - the banter is strong in the MX5 Challenge. I urged them both to break the 160 barrier. Rich was next off the line and his earlier spin had obviously calmed him down for this run, finishing 5th behind Nick. I was pretty certain I'd be top 3 at this point. James was the next likely winner off the line and as you can see from the video on YouTube, it was super-smooth and gave him the top spot with a 159.59, over 1.5 seconds faster than the existing class record.

There was a bit of a wait for Dave as Josh had mislaid his exhaust at some point around the circuit in the most blatant illegal weight loss strategy since the start of the championship. Or maybe it just rusted through. Still, someone had to nip out with their heat-proof gloves and retrieve it from the track before Paul Sunshine got his rerun. Then it was Dave. What could he muster? The online timing system doesn't show splits on a mobile device, so I had no idea if he was fast or slow. He was faster than me, but had nothing on James and slotted into 2nd.

James is the life and soul of the championship and friend to everyone. Having had a tough season last year as reigning Class A champion, he started 2019 in the best possible way with his first ever victory in a sprint, his first class record, his first Best Bristol trophy and his first championship lead in both the Vincenzo and Sons Bristol MX5 Challenge and the Bristol Speed Championship. The result made everyone's day and nobody got a cheer like James did in the awards ceremony.

What this has given us is a glimpse into what the rest of the season may hold. James has won with a new class record, but he wasn't fastest on the second lap. Dave was super-competitive in his first sprint in an MX5. Rich showed he's stepping up this year and Nick was in the mix too. Tom's not going to be far away either if he completes a full season. Round 2 is at Kemble in a couple of weeks....

Andy



Hold that thought

Drive-By

Boing. Ah, spring has sprung at last!

Spring; definitely my favourite time of the year as the days start to open out, the weather swings constantly between the options of sunbathing and drowning and a new season of motorsport gets underway.

As I write this the first two F1 Grand Prix have certainly been entertaining, with Mercedes, Ferrari and Red Bull all showing early indications of being the top trio of teams in contention this year. Mercedes have taken the top two podium places at both of the GPs of the season so far but arguably only thanks to some issues within Ferrari that gifted the second race in Bahrain to Mercedes.

And as issues are swiftly sorted out in F1, I think we may have a truly exciting season to entertain us in the coming months although, I have to admit to personally being a little bit patriotic when it comes to the Driver's Championship and am rooting for Lewis Hamilton to take the crown again this year and become a six times world champion.



Mr Dymock's unique view of our

And our very own club has also started the new season well with the recent running of the annual Great Western Sprint at Castle Combe at which I performed my usual role of commentator located in the Commentating Command Centre (CCC) in the control tower (CCC: 'pokey little end-office strewn with dead flies' to be more accurate).

The weather gods smiled on the day and conditions were perfect, being comfortably cool and dry all day, contrasting dramatically with the same event a few years ago when I sat shivering in the Tavern restaurant as the horizontal sleet outside did have me questioning whether we might have been in for an early finish, you know, just before 9.00am.

However, on that occasion the sleet eased off by 8.00ish and the event ran successfully as the track dried in the prevailing wind which appeared to be a constant icy blast straight from the arctic. Thinking about it, if this year's weather is anything to go by there might just be a positive or two in this global warming thing ...



Spring also typically means the finishing and fine tuning of competition car winter rebuilds that inevitably run far beyond the schedule we originally envisaged, the start of the gardening and DIY season (as faithfully promised to our ever-loving partners but put off until the very last moment and usually finally commencing under threat of something considerably worse than death...) and finding something to fill in the odd quiet hour in an evening when there's sweet FA to watch on the idiot box.

And for that quiet moment, Chris Dymock to the rescue.

world (Picture: Andy Laurence)

you for a possibly perplexing half hour or so. A bit of a different numbering system but easy to work with and a mix of easy clues and a few that may have you interrogating the interweb for the answer. No prizes for the winner but hopefully it's a bit of fun – answers in the next Drive By.

On the next couple of pages is an automotive related crossword that I've put together to help entertain

Chris Dymock

Clues Across

- 1 - Fastest modern Fiesta (2)
- 1 - "The best car in the world" in the early 20th Century (5/5)
- 3 - 205GTI (7)
- 3 - Wanted for breakdowns (2)
- 4 - Dart manufacturer (7)
- 5 - Tyre ingredient (6)
- 7 - First half of the poshest car manufacturer (5)
- 8 - Colin McRae's winner (7)
- 9 - Harness (5)
- 10 - Original Quattro's odd cylinder count (4)
- 11 - Hot hatch badge (3)
- 12 - Innovative Czech car manufacturer, now makes trucks (5)
- 13 - E _ _ _ _ Jaguar (4)
- 14 - Gave us the stonking GT-R (6)
- 15 - And 5 down – posh British off-roader (5/5)
- 16 - Perfect mid-engined Lotus for the continent (6)
- 17 - Maker of cars with 'Ludicrous' mode (5)
- 18 - Posh arm of the GT-R maker, big in the USA (8)
- 18 - Italian Carrozzeria, ended up as the top trim spec for Cortina's (4)
- 20 - Ford pony car (7)
- 20 - Maker of the GT86 (6)

Clues Down

- 1 - Posh Skoda (6)
- 1 - Jaguar's new range of engines (8)
- 2 - Audi's Golf coupe (2)
- 3 - Famous British maker of Stilettoes and Tigers (7)
- 3 - 500s, 124s, Barchettas etc (5)
- 4 - Jaguar Land Rover's skunk works (3)
- 5 - See 15 across (5/5)
- 5 - Italian bamboo muncher (5)
- 6 - Gave us the awesome Griffio (3)
- 6 - What most classic cars are (4)
- 7 - _ _ _ Heuer (3)
- 8 - Sanderos, Dusters etc (6)
- 8 - _ _ _ _ _ _ _ Quattroporte (8)
- 9 - British racing car manufacturer of the Courier (4)
- 9 - MGB with a roof, for instance (2)
- 10 - Something to hold the fuel (5)
- 12 - Climbing event location (4)
- 12 - Pontiac's famous 1960's muscle car (1/3)
- 14 - The beginning of any race (5)
- 15 - Italian lightweight construction for the latest DBS (12)

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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? <small>(Delete as appropriate)</small>				YES / NO
Full membership		<i>tick boxes that apply</i>		£ 20.00
Associate membership <small>(see www.bristolmc.org.uk/join-us for membership categories)</small>				£ 10.00
Additional windscreen sticker (first one is complimentary)				£ 1.50
DEDUCT REWARD POINTS £1 each		(NOT applicable to NEW club members)		
TOTAL	cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD			£

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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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 £300.

CLUB MAGAZINE

Driving Mirror is published promptly on the club website when it's sent to the printer. If you wish to receive a printed copy by post, please respond accordingly to the Yes/No question on the form.

ONLINE RENEWAL

It is possible to apply for/renew membership online. Payment can be made by PayPal/Credit or Debit Card, bank transfer or Reward Points (existing members only). Full details are available on the Join Us! page of the website where you will also find the link to the online form.

If you encounter any problems with the form or require any further information please contact the Membership Secretary, email membership@bristolmc.org.uk.

Rotary Club of Calne Invite you to join our

Classic Car Run

Sunday 19 May 2019

Enjoy a fascinating
70-mile route from Calne
through beautiful Wiltshire
countryside with interesting stops
finishing at Dorothy House in Winsley

**Be one in just a hundred
on this special day**



**All proceeds will be shared between
Dorothy House Hospice Care and Calne Rotary Charities**

For more detailed information, Registration and Regulations

Website: www.calnerotary.org.uk

E-mail: calnerotaryclassicrun@gmail.com

Facebook: facebook.com/calnerotaryclassiccarrun



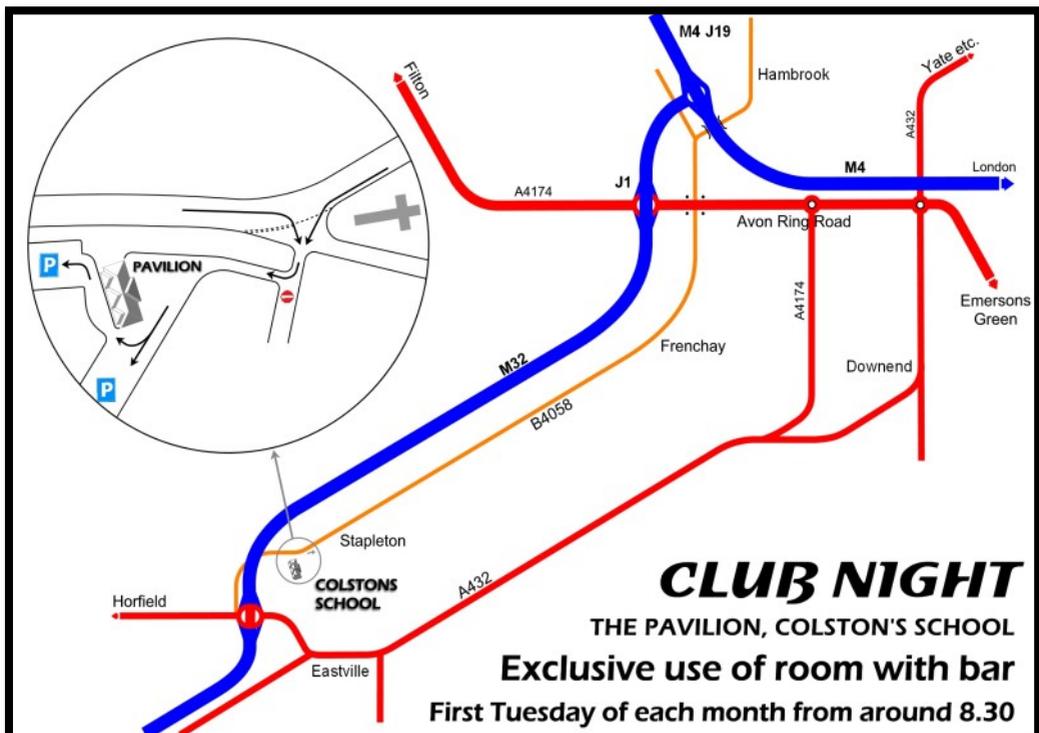
Supported with all our thanks by

Dorothy House Hospice Care | Calne Lions | Marden Belles W.I.
Farm Cottage Brands | Classic Shows | Rotarians and Volunteers
The Mayor and Calne Town Council
North Wilts Friends of Dorothy House



GWS - More Pictures from Andy Laurence





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.

BMC 2019 Events Calendar

Date	Event
Tuesday 8th January	Club Night
Saturday 12th January	BTRDA Gold & Silver Star Final (Frocester)
Friday 25th January	Winter Navscatter
Tuesday 5th February	Awards Night
Tuesday 5th March	Club Night
Saturday 23rd March	Great Western Sprint
Tuesday 2nd April	Club Night
Friday 26th April	Llandow Track Day
Tuesday 7th May	Annual General Meeting and Buffet
Saturday 11th May	Llandow Sprint
Sunday 19th May	Westonzoyland AutoSOLO
Tuesday 4th June	Club Night
Tuesday 2nd July	Club Night
Saturday 27th July	Dick Mayo Sprint
Sunday 28th July	Family Sports Car Day
Tuesday 6th August	Club Night
Tuesday 3rd September	Club Night
Saturday 7th September	Wiscombe Hillclimb
Sunday 8th September	Wiscombe Hillclimb
Sunday 15th September	Westonzoyland AutoSOLO
Tuesday 1st October	Club Night
Friday 18th October	Autumn NavScatter
Saturday 26th October	SuperCar Saturday
Tuesday 5th November	Quiz Night
Sunday 10th November	Roy Fedden Sporting Car Trial
Sunday 24th November	Allen Classic Trial
Tuesday 3rd December	General Meeting and Xmas Buffet