

Magazine of **Bristol Motor Club**

Driving Mirror

Jan - Feb 2021



Not been out for a while?

Inside: Mike Smith - 2017 GWS - DCOE Mini - Drive-By

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Cover shot: Matt Nichols



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**The next Driving Mirror deadline is
Friday 2nd April 2021.**

Please send any words or photos you have to: Matt.Nichols1@btinternet.com

Chairman's Chat



2021 has dawned and the good news is we've all managed to get through arguably the longest month of the year, January. With February comes longer days, spring freshness and most importantly confirmation of how MotorsportUK will respond to any Government easing plans.

It might be a New Year but the same challenges clearly remain. The real hope being of course that once the Starters Flag drops on the year, the Red Flag isn't forced straight back out again a few months later. The superb progress being made with the vaccine of course significant in helping to ensure we avoid the start stop nature of last year.

Beyond the now cancelled Winter NavScatter and new (old maybe?) SUV (PCT) Trial, the first big test for BMC will be the Great Western Sprint in March. Couldn't be tighter could it? The promise of the Government sharing its plans on Monday 22nd February, with high expectations Motorsport UK will follow on with theirs shortly afterwards. The big unknown being what *'Phased Easing'* will look like. Schools re-opening from Monday 8th March in England, then what?

We shall wait and given how tight it is start to consider contingency plans as well. That could mean moving the GWS to a later weekday, say a Monday or a Friday. Track Days do it all the time, so with everyone banking holidays like well there's no tomorrow, why not a Sprint as well. We should know towards the end of the month.

As actual events are still to-be-confirmed then short term focus has shifted to virtual reality instead. Our Playstation 4 based sprint challenge is nearing completion, resulting in some very competitive Sunday afternoons where the serious work is done setting lap times.

We're also trying to work out whether we can run an Online NavScatter using a Search Engine rather than a map. I put the eMail earlier and there is interest, we've just got to work out how to run it. Watch this space.

The magazine this month has an understandable focus on car preparation, well with all the time in the world and being at home, what else?

Matt

As we all eagerly await to see how Motorsport UK respond to any Government easing, time to catch up with the current thinking by reading the latest copy of Revolution:

motorsportuk.org/revolution-magazine/



A few years ago Katie the Mini received a bit of an engine makeover to convert her from Claire's original 'learner' spec, with the head being worked on with bigger valves and a wilder Swiftune cam. The idea was to run her on a SU carburettor for a while before unleashing the full potential by switching to a DCOE Weber. Those who know their Minis will understand this is not a straightforward task as the bulkhead has to be modified if you fit a decent length manifold.

At around this time the environmental do-gooders in the EU decided that they didn't like G rated tyres anymore and banned them. That left us with a bit of a problem finding suitable tyres for Katie as the preferred and really only option of Yokohama A048's would now put you into Modified. So, further alterations



were put on the backburner, the Red Elise was purchased, and Katie was confined to running at Prescott in their handicap classes where specification is of lesser importance.

Wind forward to October 2020 and perusing the Mini Spares website I noticed the increasingly well thought of Nankang AR-1 is now available in the required 165 x 12 size. Link this to the prospect of a long winter with no Allen (or any trials) and not a lot to do (I didn't know quite how little at the time!), I decided a project was required and Project Weber was launched.

As intimated above, the conversion was far from a simple job and requires inserting a box into the bulkhead to provide the required clearance. A Mini battery box is spookily perfect for the job. Gaining the required access requires stripping out the dash and wiring loom.

This presented the opportunity to tidy up things that had annoyed me for a while such as the (usual Mini problem) rust around the master cylinders caused by spilt brake fluid, so all of that was removed as well to be overhauled.

Positioning the box is critical, so a fair bit of measuring and starting by purposely cutting the hole too small so I could fit

the carb and filter to ensure it was central and make any adjustments necessary. All seemed fine, so the hole was cut and the box located. To make the job easier I treated myself to an early Christmas present of a reciprocating saw – why didn't I get one of those years ago.....!

Progress was interrupted around Christmas and New Year with Claire and Ryan moving into their new house in Tetbury. This involved a fair bit of decorating and a few 'Dad' jobs! I did have a stroke of good fortune on Christmas Eve. I had been told by several people

that the original three dial instrument cluster wouldn't fit. I was about to start working out an alternative arrangement and thought I'd reassemble the dash to see. To my surprise, there was 10mm clearance between the instruments and the box, which meant other than a few odds and ends the dash could remain in-

Those who know their Minis will understand this is not a straightforward task as the bulkhead has to be modified if you fit a decent length manifold...



tact and a considerable amount of time saved.

At the time of writing, I have all the bits required and just need to put it back together. With so much free time it is almost finished; I was aiming for Prescott Mini Festival in May....!

I may have time to do a few other jobs before I can take Katie for her final set up and rolling road session.

One of the things I have enjoyed is being

able to do all this without the pressure of having to fit it in around other things or get it finished by any particular deadline.

Hopefully, I can provide an update in the next magazine as to the ultimate result, but for the moment many thanks to Ollie at OSB Autos for answering my constant questions and sourcing many of the parts.

Mark Tooth



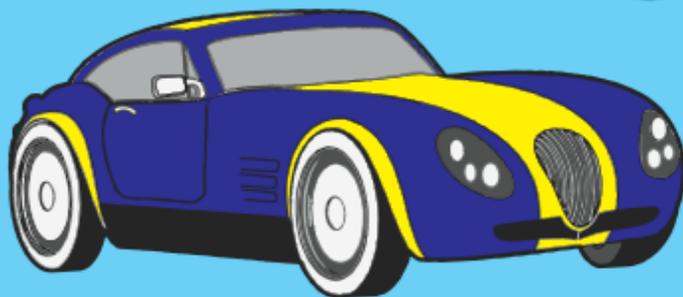
The Rotary Club Invite you to join our

Classic Car Run

Sunday 23rd May 2021

Enjoy a fascinating 70-mile route from Calne through beautiful Wiltshire countryside with an interesting stop at Middlewick House finishing at Casterley Barn near Pewsey

Be one in just a hundred on this special day



All proceeds will be shared between
The Bobby Van Trust and local Rotary Charities

For more detailed information, Registration and Regulations
www.chippenhamrotary.org.uk

E-mail: calnerotaryclassicrun@gmail.com

[facebook.com/The Rotary Club of Chippenham](https://www.facebook.com/TheRotaryClubofChippenham)



Supported with all our thanks by
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Rotarians and Volunteers
The Mayor and Calne Town Council

098-2020

*The Rotary Club of Calne joined the Rotary Club of Chippenham in July 2020

Mike Smith's Surprising Season

It was only when I filled in my licence application for 2021 that I became aware that 2020 was not the right off it appeared. As part of the application the MSA asked me to fill in a survey of what I had done in 2020.

Using my interclub licence, I did a Classic the Exeter Trial in January. Two Sprints, Combe and Pembrey in June and July. Three Hillclimb's in September, Wis-

combe and two at Harewood.

We started the Exeter Trial without having the slightest inclining of what was to come pandemic wise. Paul Barker and I set off from Popham Airfield on the A303 to motor down to Exeter and beyond.

Dare I say it either we have got better or it was a good year to do the trial, we achieved a silver award failing only at



During the first lock down an MR2 wheel/tyre rack was constructed for the rear of the car moving all that weight further back.

Sims. No dramas with the car – no errors from the driver – no wrong slots from the navigator. How simple life is when everything works!

Underbody protection required replacement afterwards as we had punctured the 20mm ply on the bottom of the car in a couple of places and we decided to run 14inch wheels at the rear to improve the gearing. During first lock down a wheel/tyre rack was constructed for the rear of the car moving all that weight further back and the ballast we now carry fitted inside chassis members where possible. That car has been ready to go since March but frustratingly it has not had an opportunity to be used.

The Striker in the meanwhile was readied for GWS. The winter before the engine had been rebuilt by Aldon/Myself and fitted with steel rods which enabled 9000RPM safely. Cautiously I had limited revs by using a 4.7 diff but decided to throw caution to the wind and fit a 5.3 and suck it and see.

GWS was the event to try it because every year my max speed of the whole season is on the second lap through Folly, Avon Rise and up to Quarry. If it survived that it would do the whole season. Maybe I will find out in 2022 because I know I will not be doing GWS this year

for reasons I will come to later.

The Striker season started with Dick Mayo where I had a new set of Extreme super softs rears to scrub and try out. They worked well and I was able to match Richard Jones winning time from 2019. Unfortunately, there is a strong element in motorsport which is of the view that “we have always done it this way so it must be right” which needs balancing against “if it is not broken don’t fix it”. In my view the forced changes streamline the running of events and put less stress on the volunteers on whom we all rely so heavily. Mr P as C of C did us proud and the event ran brilliantly with lots of runs.

On to the Welsh Sprint Weekend where the magnificent efforts of Bristol MC helped BARC Wales recover from a series of meetings which had put things at Pembrey in doubt. I was all ready to try out my diff at Llandow, campsite booked, BBQ arranged with Dan Hollis, Drew and Mr and Mrs Worthington. As you all know the day before the plug was pulled so it was off the Pembrey with Mr P as C of C.

For me this was a bitter sweet meeting. Richard Jones, Dan Hollis and myself in 2A cars with real car engines had been 2/100’s second apart in 2019 so it was

very sad that in the midst of all the pandemic trauma when we were about to have some serious competition someone selected reverse in the start line queue and wrote off the front of Richards car thus ruining Richards day but severely disappointing myself and Dan, in the end I beat Dan but it was a bit of a damp squib.

Changing down to fifth gear for Honda is an experience which will stay with me and one which I may get to repeat with luck.

I had only ever done Wiscombe Hillclimb once before which was early after moving down to the South West. I was in the running to win the Bristol Speed Championship. I entered both Saturday and Sunday of the Five Clubs Event and only got in on one day when other rivals were accepted for both days so basically, I lost out at the desk without leaving home. In the end I did the Saturday where it rained in monsoon style so the results were irrelevant anyway.

I do know how to hold a grudge so it took me all of ten years to consider going back which I did in 2019 alongside Simon and Elen. This year I did not bother until I was offered a late entry when someone pulled out last minute. I was pleased to note they had not heard of COVID-19 in my class down there in the wild west but true to form I was not competitive being

I had already had the warning in that I had spun at this corner earlier in the day but as the late Brian Kenyon would have said “you don’t go off if you not trying on the limit.”

about half a second behind the leaders of the class.

The hill itself is the tops in terms of a challenge and it would take many visits to get confident to go fast. Car went well and gearing was perfect. I learnt that I was wrong in my early judgement and hope to return and be more brave entering “the gate” which is where I lost time, I think.

End of September I entered the final shootout weekend meeting at Harewood. Combe and Pembrey had been run by ex-British Sprint Coordinator and the Harewood weekend was run by Tim Wilson British Hillclimb Coordinator. If you are only going to do a few events then my advice is to try and pick the best.

Weather is always the determining factor at Harewood and I was very lucky in this respect in that although each morning was damp the rain stayed well away. The car went well and the driver was also



Mike in action driving the Striker at a previous GWS (Picture: Steve Kilvington)

quite good until the last 20 metres of the final run on Sunday.

My best at Harewood is 61.5 seconds which was set over 10 years ago on a blistering hot August day on a brand - new set of Avon ZZR's. With subsequent rule changes running in the 63's was a good result.

On Saturday I was down to the mid 62's. Dan was fastest and I managed third place going faster than I had for 12 years. Very annoying. On the plus side we had SEV-

EN timed runs on the longest Hillclimb in Britain. Superb value for money with a repeat on Sunday if the weather was good.

It had rained overnight and Sunday morning was tricky. I was not able to run as fast but in the afternoon the track dried and times improved. Again, we had another SEVEN timed runs and was second when the final run came.

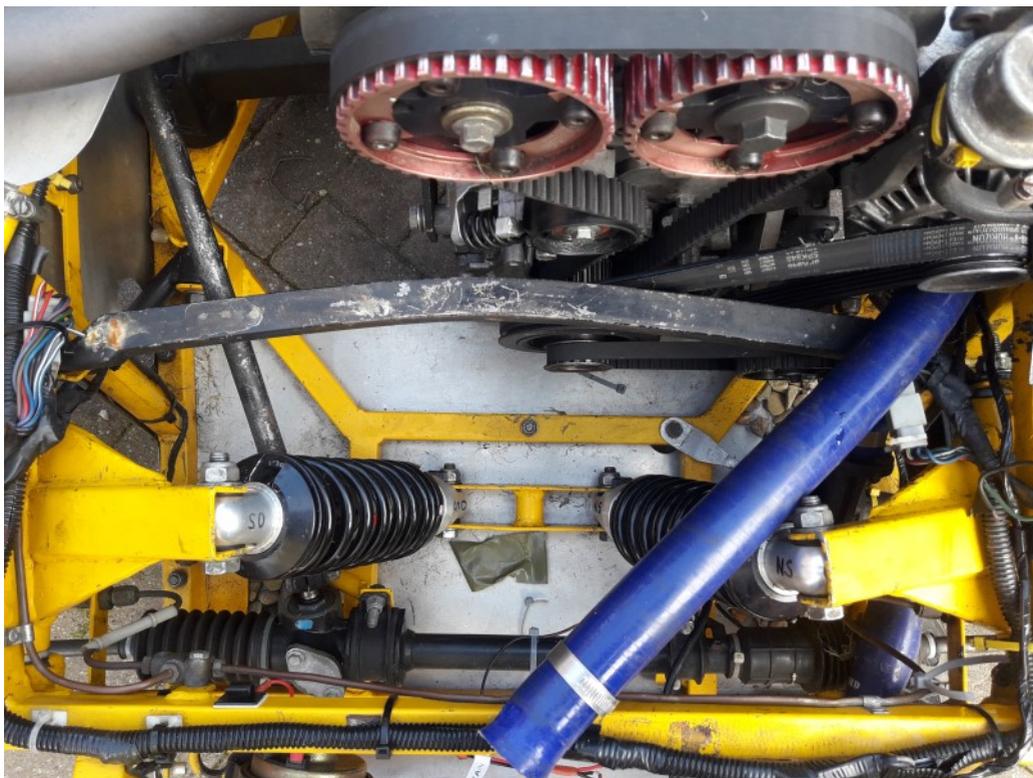
I will take a moment to refer to my large

book of motorsport excuses. All went well till the final bend of the final run of the day when I took too much speed into Quarry. I approached at 92 mph according to the Stack. This is a tightening hair-pin and you need to lose lots of speed before the apex.

I had already had the warning in that I had spun at this corner earlier in the day but as the late Brian Kenyon would have said “you don’t go off if you not trying on

the limit.”

I ran out of talent and road much in that order understeering off, through the gravel trap which acted much like a ski jump. Not much steering or brakes available in the air at 60mph as I headed for the tyre barrier. The impact was front left corner and was spread over time as the car moved along the tyres, almost like three smaller impacts.



Chassis brace supposed to be straight, not bent.

Fortunately, the six-point belts did their job and I was not damaged in any way but the car was a different story. The left NS wheel was not attached to car any longer so the car was difficult to move. We got it off the course so the meeting could continue fairly quickly and went through the scrutineering checks (operator error).

A magnificent team of about ten fellow competitors lifted the remains into the trailer. When back in Calne I simply tied the car to a fixed point on the garage floor and drove the trailer forward adjusting with a large scaffolding post as the Striker came out in small steps.

Damage was to the front NS corner but unfortunately this corner has seen action in the past and the decision to replace the chassis rather than graft on a new front end taken. A replacement chassis is ordered but supply problems appear to be the cause of the current delay. Lock-down would be ideally spent building and transferring parts to rebuild the car again. I of course have plans to take the opportunity for improvements, front AR bar, better pedal box, fully enclosed roll cage to name but a few.

If and when the chassis arrives, I estimate it will take me at least two months work to get things up and running again. Lots

of welding will be needed to create a suitable seating position and all the other fixings needed before shotblasting and powder coating will enable the build to start.

I know there are other considerations but even if it runs I very much doubt if the car could be ready for GWS even if it runs in the current climate.

If the brewery owner in Hereford who owns RAW Striker cannot organise himself and fails to come up with the goods, I have Plan B and have purchased a second-hand chassis of a similar age to my original but that would put me out until 2022.

On that joyful note I will leave you and wish you all a successful season. Given a following wind I hope see you all soon.

Mike Smith

Egoboost V2.0 Part 2

Where were we? Oh yes, engine mounts! Between Alex and I (mainly Alex!) I cut some metal and Alex welded it all together.

So, the engine now sits in the bay on its own and it's still sat connected to a Type 9 gearbox (for sale!). I have ordered an Elite IL200 5S Extended, which is a heavier duty version of the IL200 so it takes 340Nm (250lbft) instead of 270Nm (200lbft).



DIY engine mount lowers engine

Can you guess what my engine's torque will be?

My ECU supports flat upshift and it also blips on downshift so this ought to be a great combination.

Covid then slowed progress even further so I've spent a lot of time GFH (Garaging From Home) which mainly involves planning, shopping and bringing forward certain tasks that can be comfortably done from home.

The main task that I've got ahead of me is the wiring. I have a brand new Fiesta ST loom that's been modified to suit the ECU but I also need to sort out the wiring for other parts of the car.

Even a simple car such as this needs wiring for the starter solenoid, radiator fan, water pump, coils, fuel pump plus all the sensors for my data logger. It soon adds up! As I've got time during lockdown then I've learnt some new wiring skills.

Concentric wiring is a lot more than bundling wires together in a pretty way and it's also more than sticking them in a drill chuck and pulling the trigger.



By carefully twisting the wire around a core, the wires aren't strained at any point as they would be with a normal bundle of wires. It also keeps the overall diameter of the cable to the smallest possible, which makes packaging of the cable much easier on a compact racing car.

Downsides... this takes a huge amount of time! It uses around 20% more wire due to the twist and a lot of planning is required to get a nice even finish.

Concentric wiring is a lot more than bundling wires together in a pretty way and it's also more than sticking them in a drill chuck and pulling the trigger...

Each layer is laid in a different direction

A 33 position bulkhead connector will mean the engine wiring can be disconnected very quickly.

Quick release bulkhead connector



Almost finished, just waiting on a Deutsch DT connector for the 1.5mm wires.

Finally, for now, I've been putting a lot of thought and effort into the cooling and oil circuits. This has been very tricky as the packaging with this engine is notoriously difficult ... but you're going to have to wait for photos of that.

Andrew O'Malley



Finished product. Concentrically wired, quick release, engine harness.

Reminiscing 2017 Great Western Sprint

I've delved into the mole archives and found this article from my sponsors reports and thought I share with you.

A full fresh engine winter rebuild was very busy and expensive, but all achieved in time and even managed a shakedown and testing session at Blyton 4 days before the big first event of the season at Combe run by our club.

So, full of confidence from the testing, let me share the days events with you!



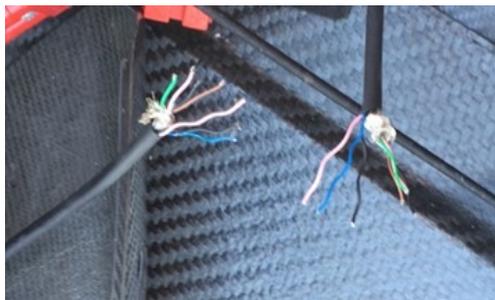
The car ran faultless all day in testing, but the engine just died on track in the first and only practice run, after a tow back, we tried to find the issue, which was an electrical fault of some kind.

I was helped by Steve Broughton of SBD, who was running his own car shared with Matt Hillam. Also, on the phone we were supported by Simon of Sileck who built the loom, plus Chris from MBE and the two Colins affiliated with SBD – so you cannot say I was short of help.

We spent over 2 hours looking for an electrical short between the 0 and 5v lines – perhaps a tiny chaffing. Couldn't find anything. We swapped ECUs from another car, traced every pin to the sensors for continuity, disconnected every sensor. Nothing.

By this stage, I had missed the first qualifying opportunity and was about to give up, cancel my hotel for the following days Rockingham event and feel sorry for myself #firstworldproblem! But then I checked a large part of the loom that went to the rear of the car that was

hidden by the battery and found it had been completely severed in two – no mild chaffing then!



I decided to attempt a slow careful repair and abandon the day with hope of making a better event tomorrow at Rockingham, but with all the help, we rebuilt the loom and screening to get me out for qualifying run 2.

I got back into my race suit and I secured a place in the run off with 4th fastest time overall. Game on again!

In the run off, the favourite, John Graham with a fresh 3.5litre V8 with some 700bhp, was pulling 170mph when his rear wing ripped off – luckily, he did a rapid 360 and retired with no damage.

The next favourite, Terry Holmes in another V8 had a worsening misfire and

We swapped ECUs from another car, traced every pin to the sensors for continuity, disconnected every sensor. Nothing...

an intermittent engine that 'worked' at the wrong time and he went straight on in the chicane! I managed to pip Matt by a few tenths and Steve put the car in the gravel trap on the second lap of a very promising run.

My time was the best of the rest and I took my 3rd ever British run off win in 17 years to lead the British Championship!

So one thing to take from such a day – Never, never give up!

Steve Miles

PS! Rockingham went well the next day, when I took the sprint course outright record, and with motorsport now gone from this venue – one to keep for ever.



Back in 2017 Steve had to dig deep to in the end pull out a run-off win



Inside: Pe

Lets keep the time honoured tradition of a club magazine going. Please send anything you have to Matt.Nichols1@btinternet.com whether road car, comp car, event related, opinion, or picture...

Matt.

or Club

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Sept - Oct 2020



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17 GWS - DCOE Mini - Drive-By

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Driving Mirror

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ristol Motor Club

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Nov - Dec 2020

-Start
June 2020



Drive-By

“Good morning, is that Lord Dymock?”

Hmm, recently moving into a large, period property has definitely been a wonderful moment in our lives, but sometimes one might regret giving too many details to one’s work colleagues, especially when one gets a phone call starting like my opening line. Perhaps I shouldn’t have joked about considering removing the maze to put in a helipad...

But, we’re in. Yep, our move to our new dream home in Yeovil is complete and all credit to our movers who were absolutely incredible on the day (days, actually - we also had them empty our storage unit in Bristol a couple of days after our main move and transport the contents to Yeovil. Thank goodness for a double garage...) and who made the whole process as painless as possible. And for a little over half the cost we were quoted by other companies – result!

Still a right bloody faff, mind, and probably not helped by taking place a bare two weeks before Christmas. A couple of frantic weeks later and we

were, best part, ready for Christmas and even had a proper Christmas tree after a visit to our local B&Q for curtain rings presented us with the opportunity to purchase an eight foot tree for just £1, bargain.

And then... happy New Year and welcome to Lockdown 3. Like an awful lot of people I’m now permanently working from home and have only visited my office in Thornbury for the first two working days in January – oh dear, what a shame, never mind...

Of course, this has meant my latest automotive dream machine, the Kennel Klub Kar (my gloriously average Vauxhall Vectra. 1900cc Diesel. Automatic), hasn’t had quite as much use as would normally be the case, although I’ve had to make a few unavoidable site survey visits recently and I have to say that the Vectra is absolutely spot on (surprisingly decent) for typical journeying.

My commuting trips to and from the office were despatched in around an hour and twenty minutes each way (not a deal breaker considering my

homeward commute when living in Bristol could often take an hour) and the Vectra is economical, quiet and comfortable, if as dynamically invigorating as an evening snuggled in a blanket in front of a fire watching reruns of All Creatures Great and Small whilst sipping a mug of Horlicks...

What has come as a pleasant surprise with the Kennel Klub Kar, is that being a hatchback and possessed of a whopping load space when the rear seats are folded (a three body boot, as my friend Steve has previously, and somewhat disturbingly, observed) has meant that we've been able to lug an absolute raft of crap to the local recycling centre (dump – call it what it is) in far fewer journeys than we originally thought would be needed.

So, in summary then, it transpires I'm the happy owner of a car that's a decent cure for insomnia and that does a fair impression of a skip – oh yes, I'm living the dream...

Must be some bugger else's dream is the problem, because I consider it to be more of a minor nightmare, as the current restrictions mean we still aren't able to catch up with our families or friends, have any sort of

social gathering (I really miss having an occasional pint in a pub) and all our BMC events are on hold until such a time as the powers that be consider the risks are sufficiently low enough to rescind their edicts and allow the ranks of the great unwashed to mingle again.

It's unfortunately also brought our latest car purchasing process to a grinding halt as we intended to replace Lynnette's ancient (yet still utterly reliable) Fiesta after we moved house.

S*o, in summary then, it transpires I'm the happy owner of a car that's a decent cure for insomnia and that does a fair impression of a skip – oh yes, I'm living the dream...*

I know, not exactly the most riveting of car-related news, especially after numerous discussions with Lynnette and observations on my part regarding possible replacements for the old-stager has led to nothing more than a requirement to find another low mileage, used Fiesta – I suppose it's not the UK's best-selling car for nothing.

Of course, this has meant I've spent many happy hours on Autotrader and the like looking at the market and seeing what's available for our budget. And also (shh, I don't want Lynnette finding this out until it's too late) possible replacements for the Kennel Klub Kar if I decide to upgrade to something a little more interesting, although this might be budget dependent on what we finally decide on regarding revamping the kitchen and bathrooms in our new abode.

However, it wasn't all gloom and doom at the start of this year and I imagine there can't be many people who wouldn't join me in being more than mightily pleased that Lewis Hamilton has at long last been given a, long overdue in my opinion, knighthood – arise, Sir Lewis Hamilton.

After nailing his seventh World Driver's Championship last season and matching Michael Schumacher's record but also having more actual race wins than Michael, Lewis is now officially history's greatest F1 driver and this country's greatest by a margin of four championships – and another winning season again this year, perhaps? I wouldn't bet against it and can't wait for the start of this year's championship.

But equally as importantly in my book, is that Lewis has also made a point of highlighting a number of some immensely important social issues and actually doing something about them, not just making a comment or two on a social media platform.

We need high-profile people to raise awareness and to keep a focus on issues which really need addressing rather than being allowed to drag on and continuing to blight millions of lives.

I genuinely believe that the attitudes involving sexism, racism and religious bigotry in far too many nations probably wastes more than half this planet's available talent – the human race is more than capable of the most profound things, perhaps we just need to grow up and allow ourselves to get on with it.

Finally, cometh the hour, cometh the man.

Sorry to return to the Coronavirus crisis (it's not as if we're not thoroughly fed up with whole bloody thing, and have been for some considerable while now), but I can't be the only person who was saddened

to hear of the recent passing of Captain Sir Tom Moore.

We're now in the middle of Lockdown 3, the sequel – 'Going Nowhere', but at least we're sort of familiar with the circumstances and can organise our, somewhat severely limited, lives accordingly.

During the first lockdown however, it really was a case of not knowing where things were going or how to deal with the reality of remaining home in enforced isolation for weeks on end.

I think what Captain Tom provided was a focal point for the nation to rally behind as this nearly one hundred year old chap decided that, following a hip replacement, he might manage a lap of his garden for every one of his years on the planet and raise perhaps £1,000 as a 'thank you' to the NHS who looked after him.

We're probably all familiar with how this went – following exposure on social media and national morning television, Captain Tom's efforts captured the hearts of this nation (and those in nations around the globe as it happens) and we suddenly

had that focal point and for such a good cause.

Four weeks, a number one single and £32 million pounds later (around £40 million with Gift Aid), and we had an unlikely hero who put the NHS front and centre and the nation had a means of recognising and doing something positive to thank the wonderful staff in our hard-pressed National Health Service.

And Captain Tom was just one of thousands of individuals (probably tens of thousands, truth be known) in this great nation of ours who have, and continue to, raise money for charities and worthy causes – heroes all.

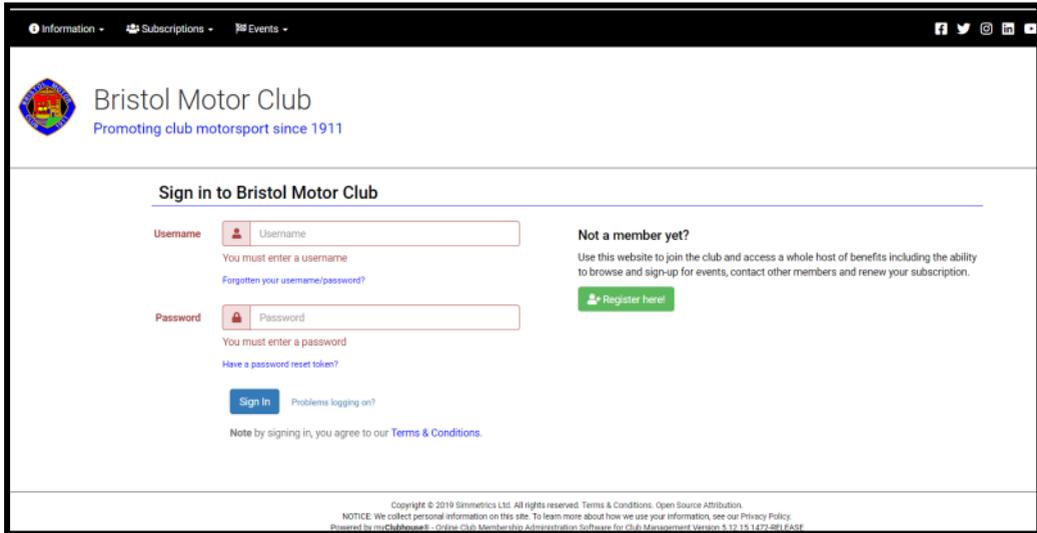
Because however this year continues, I know that when the chips are down I live in a nation of truly incredible people and we'll deal with it. And even if we don't know how, or when, this Coronavirus thing will end, I will remember and take heart in Captain Tom's words.

Tomorrow will be a good day...

Yes, it will.

Chris Dymock

Join or Renew your BMC Membership



The screenshot shows the login page for the Bristol Motor Club. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The club's logo is on the left, and the text 'Bristol Motor Club Promoting club motorsport since 1911' is on the right. The main heading is 'Sign in to Bristol Motor Club'. Below this, there are two input fields: 'Username' and 'Password'. The 'Username' field has a red border and contains the text 'Username'. Below it, there is a message: 'You must enter a username' and a link: 'Forgotten your username/password?'. The 'Password' field also has a red border and contains the text 'Password'. Below it, there is a message: 'You must enter a password' and a link: 'Have a password reset token?'. To the right of the input fields, there is a section titled 'Not a member yet?' with the text: 'Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription.' and a green button labeled 'Register here'. At the bottom of the login section, there is a blue 'Sign In' button and a link: 'Problems logging on?'. Below the 'Sign In' button, there is a note: 'Note by signing in, you agree to our Terms & Conditions.' At the very bottom of the page, there is a small copyright notice: 'Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by ourClubhouse® - Online Club Membership Administration Software For Clubs - Measurement Version 5.12.15.1471-201 PAGE'.

Joining or Renewing your BMC Membership couldn't be simpler, just visit our dedicated membership and event entry website: <https://my.bristolmc.org.uk/> and follow these steps:

To Join BMC*:

- 1) Visit <https://my.bristolmc.org.uk/>
- 2) Choose the Sign-In Option
- 3) Select Register Here
- 4) Complete the Registration Process
- 5) Go To Subscriptions
- 6) Accept Our Offer of Membership
- 7) Pay using a Debit/ Credit Card

NOTE:

*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association).

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	tick boxes that apply y)		£ 20.00
Associate membership (see www.bristolmc.org.uk/join-us for membership categories)			£ 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: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS32 8AX.

FOR CLUB USE

Date received

Membership No(s).

Privacy Notice

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 Motorsport UK 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.



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For both domestic and business users.

Call **Brendon Jones** on **01225 984614**
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admin@bwcc.uk www.bwcc.uk

£50 discount for all Bristol Motor Club members



KINGDOM AUTO STORAGE LTD

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 2021 Events Calendar

Date	Event	Status
Friday 29th January	Winter NavScatter	Cancelled
Sunday 14th February	SUV Trial	Cancelled
Saturday 20th March	Great Western Sprint	Subject to Permit*
Sunday 11th April	Kemble AutoSOLO (Bath MC)	Subject to Permit*
Saturday 24th April	Wiscombe Park (Woolbridge MC)	Subject to Permit*
Sunday 25th April	Wiscombe Park (Woolbridge MC)	Subject to Permit*
Friday 30th April	Llandow Track Day	Provisional Date*
Tuesday 4th May	General Meeting & Buffet	Subject to Permit*
Saturday 8th May	Llandow Sprint	Subject to Permit*
Sunday 23rd May	Westonzoyland AutoSOLO	Subject to Permit*
Saturday 17th July	Dick Mayo Sprint	Subject to Permit*
Sunday 18th July	Classic and Sports Car Parade	Subject to Permit*
Sunday 8th August	Kemble AutoSOLO (Bath MC)	Subject to Permit*
Saturday 14th August	Pembrey Sprint	Subject to Permit*
Sunday 15th August	Pembrey Sprint	Subject to Permit*
Saturday 4th September	Wiscombe Park Hillclimb	Subject to Permit*
Sunday 5th September	Wiscombe Park Hillclimb	Subject to Permit*
Sunday 19th September	Westonzoyland AutoSOLO	Subject to Permit*
Saturday 25th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Saturday 26th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Friday 22nd October	Autumn Navscatter	Subject to Permit*
Saturday 23rd October	Supercar Saturday	Subject to Permit*
Sunday 14th November	Fedden Sporting Car Trial	Subject to Permit*
Sunday 28th November	Allen Classic Trial	Subject to Permit*
Tuesday 7th December	General Meeting & Buffet	Subject to Permit*

*Our events remain subject to Government and Motorsport UK guidance regarding COVID-19