

Magazine of Bristol Motor Club

Driving Mirror



July - August 2021



From karts to cars

Inside: Dave Spiller - GR Yaris - Mini Cooper - Llandow

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Cover shot: Pete Spiller (Norris & Nooper)



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The next Driving Mirror deadline is
Friday 15th October 2021.

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

Chairman's Chat



From no events run by BMC in 2021 up to the end of June, last month in July we popped in an impressive three on the bounce over two consecutive weekends. Good stuff. Welcome too, you might even say 'phew'.

The first, our jointly organised with Bristol Pegasus and ably supported on the day by BARC Wales, Llandow sprint. An event, that following a damp practice enjoyed dry conditions throughout the rest of the day that led to some extremely strong performances across many classes. The MX5's even dipping into the 86's which is incredible given their 1100Kg mass and modest 160bhp in standard 2.0litre form. Thanks, if you were there and more on Llandow inside.

One week later and we were at Castle Combe Circuit for our Dick Mayo Sprint. This time, the weather improved further reaching an incredible 30°C (86°F). Toasty, particularly in a race suit. The day once again ran extremely smoothly being done and dusted by 4:00pm. Another fantastic result, thank you once again.

The following day on the Sunday and a similar sized entry to the DMS turned up to an equally barmy Classic & Performance Parade. The importance of this event to those who turn up regularly should not be underestimated. They travel just as far as our sprinters, stay together overnight within their respective clubs, and organise themselves on the day. Lucky really, as we were tight on our support and so a massive thank you to ours and the Circuit's teams, we pulled it off together.

Experience with the latter leads me onto forming the 'Event & Entries Secretary Appreciation Society'. I mean I meant to get to the DMS on the Saturday but by the time I'd finished preparing for C&PP on the Sunday, everyone at the former had gone home. Gosh, it consumes some time (measured in days, weeks /7 months) and to think I thought editing this magazine took long enough (measured in hours).

In the magazine this month Llandow, DMS and C&PP, David Spiller's racing career (to date), Dan Trotman's GR Yaris, the restoration of Dick Mayo's 1968 Mini Cooper and much more.

Matt

Catch up with all the news and current thinking in the latest copy of Revolution:

motorsportuk.org/revolution-magazine/



From karts to cars - The Dave Spiller story

Changing from Karts to Cars, how hard can it be? In 2018 halfway through the 7th season of competing in two concurrent karting championships with two South West Championships and a Welsh (CC) plate under our belt, the conversation inevitably drifted to where we go from here.

With Dave now working, and other outside interests, the three weekends per month karting was starting to take its toll, and whilst we all still enjoyed the 'fun' of racing we needed a change. Over a beer

in the awning one night I muted the idea of retiring from karting and buying a car that we could use for track days and 'enjoy' our dad and lad time again without the relentless pressure of competition.

Dave found 'Morris' an R53 Mini (supercharged) for sale by EDM that looked well prepared and after a tyre kicking session it was bought ready for some 'fun'. Literally one week later I get a text from Dave stating that Castle Combe had introduced a new class in the Hot Hatch Series specifically for the R53 Mini.



Dave in action at Combe driving 'Morris' (Picture: Steve Kilvington)

Here we go again the fun evaporating in a cloud of competition. Over the winter a couple of test days proved the car's credentials and Dave did his ARDS and sourced the new safety equipment as none of our extensive array of karting equipment was compatible for cars (this is something Motorsport UK should address in my opinion).

2019: We apprehensively arrived for the first race day with my objective of coming home with a smile on our faces. Dave clearly had a different agenda, with 21 cars on the grid, he qualified 8th overall and second in class behind the favourite, going on to finish 9th overall and second in class 30s clear of 3rd in class.

And so the season progressed with one class win and more seconds until the infamous August bank holiday meeting. Whilst leading the class Dave was collected by an errant car (his main competitor) whilst doing about 125mph up Avon Rise, after rolling 7 times (twice end over end) Dave walked away with just 6 stitches in his knee. Lesson 1 – NEVER skimp on safety equipment, the roll cage in the car had prevented something far worse.

Sat at home that evening with a beer to calm our nerves (again beer giving clarity of thought) the question was broached, what next? Dave was keen to get a

'faster' car and go again (who said racing drivers aren't stupid), the only caveat by his mother was that EDM must build the car again with the same custom cage. Once the reusable parts were removed from Morris he was donated to the Marshall training programme, this enabled them to practice cutting people out of a caged vehicle which is not something they often get the chance to do, hopefully someone else will benefit from that in the future. Over the winter a donor was sourced and the build for 'Norris' commenced by EDM with Grant Motorsport giving the engine a 'refresh'.

2020: A little thing called COVID happened that threw all plans out the window. Due to Norris being designated as a full on race car I was not allowed to plan track days with him (you can see where this is going) so I needed a track day car.....Welcome to 'Nooper' an R56 Mini (turbo) which, yes you guessed it, was race legal.

As the pandemic ebbed and flowed, we decided to mothball Norris and Dave used Nooper in the only class he was eligible for at Combe in the Saloons. Unfortunately, being turbo charged he had to enter class A and with over 400bhp LESS than the front runners these races were only to get Dave back up to speed after his incident, which to be fair took about 1 lap.

The fun did come though; I did my ARDS and shared the car with Dave in the 45min Dave Allan race where changing drivers added to the excitement. Considering it was my first ever race, and I had to do the rolling start which was nerve racking, we finished 7th overall out of 22 starters and second in class. This was probably one of my happiest moments and a true box ticking exercise.

2021: We were excited to get Norris on track and the initial performance was breath taking however, like any development, we have chased a few issues that we now believe we have got to the bottom of. This season so far has resulted in too many DNF's due to silly cheap parts failing but Grantley Woodhatch of GMS has been relentless in his obsession of fixing and upgrading these items.

On a positive note at the start of the season the R53 lap record was 1:17.20, in May during qualifying Dave achieved a 1:15.85 with more in both the car and driver.

Nooper had another outing at the Dave Allan race with dad and lad sharing the car again. The conditions this year were biblical, and I can safely say I did not enjoy driving with a steamed-up windscreen and spray so bad that you couldn't see the end of the bonnet. Dave on the other hand jumped in and, during the wettest

period, was the fastest car on track un-lapping himself from the leader.

As I sit here writing this it is 3 days to the Dick Mayo sprint where I clearly will be the 'organic' tyre warmer for Dave as I am first in our group. However, with a fantastic weather forecast we are looking forward to a 'fun' day. Finally, we have 2 more outings in the Hot Hatch series this year and are hopeful that we have eliminated the issues, fingers crossed.

Lessons learned: Motorsport is never easy, it never goes in the direction you think, it always costs more than you plan BUT occasionally you do have some FUN! Also a few sponsors help soften the financial blow, huge thanks to: Grant Motorsport, Bristol Detailing Supplies, Crystal Clear Detailing and Shades Wraps.

Pete Spiller

Dick Mayo Sprint update: The weather was gorgeous, the people were friendly the organisation and officials were fantastic – we had FUN! Oh and Dave was 3s quicker than me finishing 19th overall (I was 50th) out of 134 entries and 3rd in class with a 67.84, well done Nooper you did us proud again I guess you have earned some new brake discs.



Unfortunately, being turbo charged Dave had to enter class A and with over 400bhp LESS than the front runners these races were only to get Dave back up to speed after his incident, which to be fair took about one lap...

Getting ready to go out in 'Nooper'

Toyota GR Yaris - Half year report

I have enjoyed other members submitting their articles over recent months and thought I should do the same.

I switched from a modified Fiesta ST3 to a GR Yaris when I succumbed to Toyota's fantastic marketing last October. Fortunately, I placed my order a few weeks before Toyota's UK press launch so received my car in early February.

Llandow Test Day, Friday April 16

Initial impressions - 4 x 3 hot lap sessions completed without any fuss. Brakes superb and no fade. Warm and sunny conditions. Didn't miss a beat and didn't overheat.

Could easily get untidy around Bus Stop if not careful (made me question the decision to retain the stock tyres for speed events) but superb through Devil's s Elbow, Nook Bend and Glue Pot; the Michelin Pilot Sport 4S tyres held up very



well. Great to see Dave Greenslade and Simon Clemow also testing their new Radical. Seeing that thing whizz past you before the chicane - and that sound - is something else! Makes you feel very slow.

The only issues through the day were my brother's engine blow out in his new Force single seater (quite a spectacular failure down Hangar Straight) and Trevor's carb gremlins in his Ginetta G32. Thankfully, both Luke and Trevor are both now back in business.

Woodbridge Motor Club Wiscombe Park Hillclimb, Saturday April 24

Dry and warm. First competitive test and wow did I enjoy the start line launch.

Missed a gear up Castle Straight on both afternoon runs which left me frustrated. Great gearbox but does require precision. 2nd-3rd caught me out. Lots and lots of traction around hairpins and through the undulating Esses. 46.6sec - so happy overall - but I do think the car can



Picture: Chris Pearson

go sub-46 in stock form. 3rd place to Rodney Eyles and Matt Vann on the day in a very well supported class.

Torbay Motor Club Wiscombe Park Hillclimb, Saturday May 15

Extremely wet. Torrential showers, streaming and standing water. Loved it. Class win by 4/10ths from Rodney Eyles and 9th fastest overall. Amazing car. It goes off the line in the wet like nothing else.

June - start new job.

Bristol Motor Club Dick Mayo Sprint Castle Combe, Sat July 17

Dry & hot. Some great cars making up the 28-strong class - forced induction Elises, MX5s, Fiesta STs, AudiTT, Porsche Boxster, BMW Minis, TRs and an S2000. Super friendly paddock.

Another good test. Very quick circuit - even in the 3/4 lap format. Running out of revs in 4th gear through Hammerdown on the approach to Tower. Max revs in 4th in the Yaris is good for about 118mph.

Wondered beforehand how competitive

the stock Yaris would be. Previously I had been making full use of the Fiesta's 300bhp+ (at the wheels) and larger intercooler, Quaife diff, List 1B tyres and X47R Pumaspeed turbo.

I needn't have worried about it. Hugely enjoyable and quick in the Yaris - especially Old Paddock. Another level of mechanical grip afforded by 4WD and LSDs on each axle made for high speed cornering ability despite giving away ~50bhp to the Fiesta.

Speed trap on the final run clocked over 84mph just after Bobbies (max revs in 3rd is good for 89mph). And no drop off in performance due to 30 degree heat.

Fantastic competition from a field of 28 starters in A3 and just a smidge quicker than Pete Goodman to take 2nd in class on the final run of the day. Matt Vann in his rapid Audi TT would have been up there had it not been for technical issues.

Bristol Motor Club. Classic and Performance Parade, Sun July 18

What a fabulous day organised by BMC. Astons, Jags, Morgans, Cobras and many more superb cars. My paddock neighbour had the most wonderful Morris Minor.

Not yet finalised which events to do later in the year. Due to family commitments and maintaining good PR with my better half, I have always cherry-picked just a few choice events through the season.

Wiscombe has always been a special place for me so I am consistently drawn down to Southleigh - and Castle Combe is just an awesome circuit. Thank you to Bristol, Woolbridge and Torbay Motor

Motor Clubs for the great organisation and friendly atmosphere at each event I have entered so far in 2021.

Dan Trotman



Dan in action at our Dick Mayo Sprint (Picture: Chris Pearson)

Llandow a Chairman's eye view

OK. Hands up, for different reasons I have been conspicuous by my absence at most of our events over the pandemic period and so it was my great pleasure to get myself and the TVR out at our jointly run with Bristol Pegasus and supported by BARC Wales, 2021 Llandow Sprint.

Having focussed my 'OK'ish' racing career (no Dave spiller, Jon Lannon, or Matt Parr story to tell here) on HSCC

events up and down the country whilst mainly rebuilding the 3000M's engine since 2017 it has now been a full 4 years since I last competed in a sprint.

That was also at Llandow and probably indicated signs all was not well with the original engine, with an 89sec run and third in class, when the year before in 2016 after Brendon Jones suffered an MF in his supercharged RS2000, I secured a class win in the high 87's.

Arriving at a damp Llandow circuit at



Anglia packed a Cosworth punch



MX5's remain one of our best success stories.

around 7:50am towing the TVR behind my 330D, the first big surprise was to discover the paddock had been marked out with entry numbers and so a space provided despite most others getting there before me. As I was towing a car on a trailer arriving late at a busy paddock that was a relief and very much appreciated.

In position and the next nice surprise was a friendly and passing John Hollins who helped me get the car off the borrowed

tilt bed trailer. Great idea in trailer design, although tricky solo with no winch and a dodgy handbrake. Thanks John.

Opposite in the paddock were our very sociable and yet uber-competitive MX5's with Matt Parr facing up to the usual stars and some new stars as well. Also, opposite was Matt Bennett who was about to unleash his self-maintained Porsche 996 Turbo onto Llandow with devastating effect. As were Messrs Clemow and Greenslade in the well documented and



Ultra-lightweight Mi16 powered Peugeot 205 GTI was mighty all day.

super quick Radical.

If you read the last DM you'll remember mention of cooling issues which were confirmed as a failing cap and also on closer examination failing expansion tank as well. With new items sourced I also noticed the metal filler in the inlet manifold by the thermostat housing was missing indicating further propagation of a crack I'd try to fix.

To solve the latter, I duly booked the car into Maynard engines to weld it up who on the day before the sprint did just that with the car sat on the trailer. They also refilled it, ran it and pressure tested it. Great service, great setup, and great people. Just maybe what some might say 'reassuringly expensive'. Woo, weld it I

said, not gold plate it. Still as time was about to show, all repairs held and worked, and you can never knock that.

Looking around the class of C3 and things looked a little daunting. An Evo 6 RS and Evo 4, both switching to slicks in the afternoon. Super lightweight Mi16 powered 205 GTI with the words 'Do Not Touch' or 'Do Not Push' written on every panel. Plus, N/A Cosworth powered Ford Anglia recently purchased from Jersey with an enviable competition history dating back to the 1960s.

I decided I was just here to have fun and see how I felt competing in relatively good value for money sprints when compared to let's face it, much more costly race meetings.

The day much better than expected and so the only conclusion to draw was yes, I loved sprinting again. With a damp practice a solid 94sec run put me second in class behind the incredibly quick Pug, with the Evo's perhaps caught out with the newbies in their class. The thing is with Llandow it is super quick to dry out and so for TI in the morning shortly after the rain stopped, it was for our class at least just that, dry.

This run for me was to be my best all day and as it turned out a PB. That's quicker than my Civic Type R, red Megane R26 and yellow Megane RS250. All in a Ford Essex V6 powered 44-year-old TVR stopped by standard Triumph TR6 brakes on the front and drums on the rear with the only gizmo onboard being the in-distributor electronic ignition.

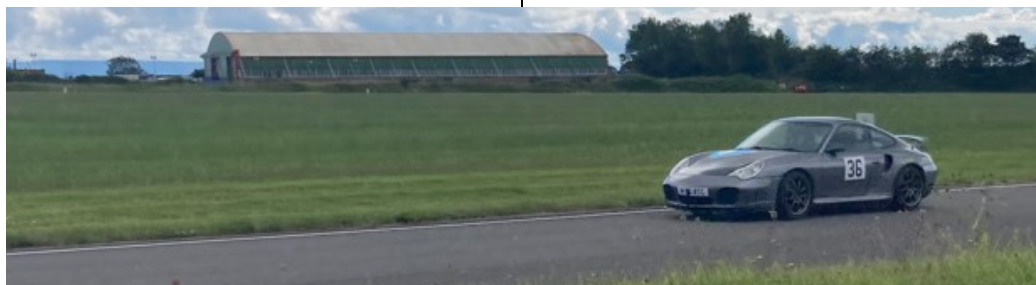
Everything in that one run just seemed to come together, the launch, braking areas, Bus Stop, chicanes, Glue Pot, the lot. It was just one of those runs and I was nowhere near it afterwards whilst trying to

power earlier, brake later, you name it but probably in reality just over-driving. The time a mid-low 84 for which I was immensely proud and must have checked it twenty times before it sunk in.

In the meantime, the class times improved for most with the Anglia in the end pushing me back down the order from 2nd to 3rd by just a few tenths. I'll take that and in amongst the 4WD machinery present, a Peugeot 205GTI, Ford Anglia, TVR 3000M 1,2,3 finish perhaps the most surprising of all.

I love Llandow, and it was great catching up with all our MX5 competitors, John Hollins, Matt Parr, Trevor McMaster, Matt Bennett, Dave Greenslade, Simon Mayo, Dave Potts, Andy Thompson whilst also experiencing Mark Benstock and Pete Hart in full marshal action, and also appreciating how Zoë Tooth's grand efforts had come to fruition, after all this was a fantastic event.

Matt Nichols



Matt Bennett was also on it getting down into the low 80s

Dick Mayo Sprint in pictures



Chris Buckley - Radical SR8 (60.53)



Ryan Eamer - Lotus Evija



Jon Lannon - Citroën Saxo VTS (69.64)



Andrew Till - Ford Focus RS



Geraint Meek - Subaru Impreza (68.02)



Daniel Friel - Honda Civic



Lotus Elise (69.04)



Chris Bennett - Caterham 7 (68.03)



Fiesta ST-Line (76.08)



David Ashurst - Fiat Punto Sporting (86.02)



Civic Type R (71.43)



Aaron Sharp - Mazda MX5 (72.92)

Classic & Performance Parade

Our Classic and Performance Parade might not sit front and centre of our events calendar, but it is rapidly turning into one of the highlight events of some prestigious car clubs out there with the **Aston Martin Owners, Jaguar XK, Morgan 3 Wheelers, and Cobra Replica Clubs** all fielding serious entries.

I think it's fair to say some of our members enjoyed themselves as well, but the thing is we ran it with what can only be described as a skeleton crew. True, we survived, we did it and great that Mark Griffiths and Ady Taylor stepped into help set everything up and break it down

again afterwards having entered themselves, Ady still with head spinning from being DMS Event Secretary the day before.

So, a massive thanks goes to Andy Thompson, Mark Griffiths, Julia Nichols, David Chapman, Chris Buckley, Mark Tooth, Ady Taylor, Harry Thompson, Seb Griffiths, George Thompson, Les and all the team at the Circuit. You were all absolute superstars.

Looking at Jim Gaisford's excellent photograph's makes you realise quite how important this event is to so many.

Matt Nichols





All pictures: Jim Gaisford

Classic and Performance Parade (cont'd)



"We all had a brilliant day out, 'hats off' to Bristol Motor Club for organising and managing the day and we'll definitely be back. Richard Ashton XKCC."



"Thank you to all your friends at the Bristol Motor Club for providing us with the opportunity to stretch our cars in a lovely and safe environment. Tony Quinn."

All pictures: Jim Gaisford

Restoring Dick Mayo's 1968 Mini Cooper

On the 1st of June 1991 I purchased what remained of Dick Mayo's Morris Mini Cooper, first registered on 13th September 1968.

I was not a member of the Bristol Motor Club back in 1991 but my good friend Chris Coote was and knowing my interest in minis took me along to see Dick. What greeted me was a selection of many parts that were left over following the Mini Cooper's altercation with an immovable object.

I have included a picture of the Cooper taken in 1983 prior to its alteration thanks to Dick's son Simon who could possibly tell you the course of events that lead to it being a kit of many parts.

We did the deal on the day, and I started



Pre-altercation in 1983

looking around for all the bits that were missing which included a MKII Cooper Shell. Collecting the missing bits was taking longer than I'd hoped and as the months and years passed, I came across a 1965 MKI Morris Cooper S.



Rotating frame helped massively

This was an opportunity not to be missed even though it was in a sorry state needing a total restoration (subject of a previous Driving Mirror article). I was still looking out for parts for VML 775G (Dick's Cooper) but decided that the Cooper S should take priority. However, the Cooper S took longer than I anticipated covering just over 7 years to get it back on the road.

So, one would think that it would be a lot quicker to finish VML 775G. Well, it has

been clocking up nearly 8 years now which I'm putting down to my memory and old age. The former relating to assembling things in the wrong order and the latter back problems and eyesight.

Having located a donor shell I got it shot blasted to find that the only sound panels were the roof, both rear quarter panels, rear seat supports and bulkhead although the floor, both wings and front had already been replaced. (I since found out that it had been rallied, so there's no surprise there then).



Hand painting with synthetic coach enamel produced a great result



New heritage panels were sourced

A large order of heritage panels was delivered and welded into place. I already had two sets of doors both of which were in very good condition.

I made up a frame to wheel it around my garage and assemble another to rotate the shell for ease of painting. I did consider getting it professionally sprayed but having shelled out (excuse the pun) for all the panels and welding I decided, after some research to paint it with a brush applying synthetic coach enamel from a company call 'Paintman' that supplied the correct colour (snowberry white and black for the roof) at a fraction of the cost of spraying. It's not concourse standard but I'm very pleased with the result and had several favourable comments.



Original Busman's steering wheel

During assembly I've had to overcome many issues including finding obsolete hydrolastic parts, brake fluid leaks, clutch hydraulic problems, wrestling with the dash installation and rebuilding the twin SU's (I lost count how many times).

I eventually took it out for a short test drive which reminded me how quick these can go around corners on 10-inch wheels. It went well on a short test run but the tracking was out (after all I only did it by eye) so took it around the local garage and they corrected it for me.

So, the day came to tax it for the road, and I was in for another surprise as when I went on the DVLA web site to tax it; OK 1969 Morris Cooper, white and correct registration etc., etc. £170 please, WHAT it's a historic vehicle and should be £0. OK I spotted the issue, the tax class on the logbook was still Private Light Goods (PLG) so filled in form V10 to change taxation class to Historic Vehicle.

I have endeavoured to return this Mini Cooper to its original specification but have installed an alternator, rev counter and converted the head to unleaded petrol. I was pressured into fitting spot and fog light by my Son-in-law, but they are period Lucas that I had squirrelled away. I even fitted the original busman's steering wheel which makes turning



Unleaded head and alternator fitted



Alan has done a fabulous job in bringing this Cooper back to life.

corners easier with no power steering.

Would I attempt another? Well, I told her in doors that this was the last one, but I fancy having a go at 1275GT not just because it has a slightly bigger engine bay.

As a postscript no matter how long you work on vehicles there's always something new to learn, and I learnt a number of things whilst restoring Dick's

Mini Cooper or was it that I'd just forgotten due to old age.

Alan Want



Drive-By

“Oh no, I don’t believe it...?”

You know when sometimes as you’re writing or saying something, you experience a nagging doubt somewhere in the dark recesses of your mind that it might just be tempting fate a little too far to be so nonchalant in one’s attitude?

Well, when I took a recent phone call from Lynnette as I was in my office and up against a deadline desperately trying to leave to get to a meeting, it appeared that my previous Drive By article may have not just tempted fate a bit, as much as poked it the eye and given it a bloody good hiding as it’s revenge now rolled down the proverbial hill at me...

“Oh darling, the engine’s just started making a terrible noise and I’ve had to pull over and switch it off. Please help, what do I do?”

Yep, Lynnette’s rather lovely, new (to her) Fiesta had apparently decided enough was enough on her shopping trip in Yeovil, and when she restarted the engine so I could listen to it over the phone it sounded like a rave night for skeleton’s being held in an empty biscuit tin. And by the sound of it, expensively terminal, oh crap...

Unfortunately Lynnette hadn’t renewed her recovery policy as it was due when we were searching for her replacement car and we just hadn’t got around to it.

As there’s nothing like being desperately tight for time to get the little grey cells working at a frantic pace, my first call was to the dealer as the Fiesta was only six weeks into its warranty. And he wasn’t in work that day (thank you fate...) so all I could do was leave a message for him.

So I then contacted a local garage who said they could accept the car but didn’t have a recovery service (and again, fate...) but did offer the number of a local chap they use, although adding the caveat that he’s often difficult to get hold of and to keep trying him, just what you want to hear when you’re looking at the clock as your perfectly scheduled day is rapidly sliding away from you (uhm, I’m really, really sorry fate).

At this point fate presumably decided my punishment was now adequate and we caught some lucky breaks (thank you fate).

I managed to get hold of the recovery chap at the first attempt and he was local and could be with Lynnette within twenty minutes, excellent. And then within a

minute of speaking to him, the dealer phoned me back and said to get the car straight to him and he'd sort it out pronto, phew.

A quick call to a very relieved Lynnette to advise the arrangements and I was out of my office faster than any Martin Baker product could have expedited (manufacturer of jet fighter ejection seats for those not in the know).

The recovery chap was first rate and dropped Lynnette back to the house less than an hour from her original phone call to myself and he also helped with all her shopping before delivering the car to the dealer, who then called the following morning to say a 'drive belt' had let go and it'd now been replaced and the Fiesta was ready for collection, result!

All sorted and, ah, I was going to say the Fiesta's back to being a paragon of reliability again, but given my recent run-in with the great leveller known as fate, perhaps I'd better keep my pie hole closed.

Too late, it appeared fate decided to have the last word and after several weeks of glorious weather, the forecast for my upcoming birthday weekend gathering was ever so slightly, uhm, biblically wet.

Will I never learn...

No, what I chugged back without thinking was undoubtedly what can only be described as a 200%+ proof, weapons grade Methanol-based disinfectant which is probably banned across the planet by some international treaty on weapons of mass destruction...

At least we had brilliant weather for this year's Dick Mayo sprint held the week before Lynnette's car trouble and my run in with fate, and I had a decent drive to Castle Combe from Yeovil, my first journey to the circuit since moving house.

I can't tell you how much I was looking forward to this year's event and catching up with everyone again after the Covid restrictions have curtailed so much of our lives.

Beginning the day on arrival with my usual full English from Café Bar H and thoroughly enjoying my breakfast sat outside in the sunshine. I then spent the morning in my, long practiced, roll as announcer calling the various classes to the assembly area and keeping the madding throng advised when we had to call a temporary halt to the proceedings to recover the occasional breakdown.

Unfortunately, for the afternoon session we were unable to use the microphone for broadcasting to the paddock as on the lunchbreak we discovered that the PA system may have been interfering with the timing system signals, so we stopped the broadcasts to ensure there were no problems with the timing of the afternoon's runs – sorry about that if you were competing, I'm sure you missed me (oh you rotten lot).

However, in the absence of the PA system, we were truly blessed with having Jackie and Mark as paddock marshals and who were brilliant and on the case with being ahead of the calls for the classes and getting the competitors to the assembly area in good order as we liaised via the club radios.

A great day and we were all done by 4.00pm ish as we didn't opt for a 5th set of runs due to being mindful of the marshals who had been enduring the planet frying temperatures all day whilst dressed in their very own sauna suits, heroes all.

Which only left me with the hour and a half journey home. In my 1.9 diesel automatic Vauxhall Vectra, oh joy.

Okay, so not a car any self-respecting BMC member would rightly choose but it was an expedient purchase at the time (previously explained by myself in this hallowed journal - a decent alibi m'lud

and ladies and gentlemen of the BMC jury) and has proved to be as cheap as chips to run which was the overriding primary purchasing factor.

And you know what, I had a brilliant drive home! The weather was exceptional, the amount of traffic on the A350 south meant it didn't matter what car you in as there was no realistic opportunity of dropping the hammer and the scenery as you leave Wiltshire into Somerset just kept getting better and better.

It was one of those journeys where you kick back, open the window, put on your favourite tunes and revel in the sheer delight of driving through a most glorious part of our wonderful country on a truly stunning English summers day, and just enjoy, you know, being.

I was actually enjoying it so much that I even turned off the A350 before I reached the junction with the A303 which would take me to Yeovil and took the cross-country route through some beautiful villages just to enhance my cathartic revelry – food for the soul indeed. A very good day.

Thankfully, the forecast for my birthday gathering was just a little jape by fate as it turned out, as we had excellent weather throughout the day which really helps when you've got over twenty people milling around and who made good use of

the various garden furniture dotted around our very own little piece of Somerset.

We ended up having a great day, with your favourite Driving Mirror contributor (maybe just a little, perhaps?) pacing his consumption of alcoholic beverages to remain reasonably lucid through the course of the day's celebrating.

Well, that was the plan. Which was brilliant in principle right up to the moment one of our neighbours rocked up later in the evening and suggested trying his homemade wine.

Now, I'm no expert, but in my, reasonably extensive, experience, wine is a) usually coloured not crystal clear, and b) created by fermentation and not some process involving a lot of pipework and a condenser.

No, what I chugged back without thinking was undoubtedly what can only be described as a 200%+ proof, weapons grade Methanol-based disinfectant which is probably banned across the planet by some international treaty on weapons of mass destruction. Or if it's not, it bloody well should be – dear God!

In fairness, after the initial shock, and in the spirit (sorry) of maintaining good neighbourly relations, when my taste

buds had recovered a modicum of sensation and I managed to draw a breath again, it seemed only right and proper to assist further with the disposal of said evil liquid. Only so others don't need to suffer, you understand...

I'm told by Lynnette that at the end of the evening she had to prop up Yeovil's recently installed, incoherently babbling village idiot on the way back into the house as my ability to remain roughly vertical on my own legs was somewhat compromised and made a circus stilt walker caught in an earthquake look like a paragon of stability in comparison.

And on that walk of shame, she also apparently kept a 10m exclusion zone between myself and any naked flames as she considered there was a very real possibility that my being 'well soaked' in homemade hooch might well have caused an explosive moment that she probably wouldn't be able to easily explain to the local plod/coroner.

Anyway, a great day, decent practice for my big birthday (sixtieth) next year and thank goodness I wasn't going to be driving for several of days afterwards!

Chris Dymock

Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a "Username" field with a red border and a "Password" field with a red border. To the right of the "Username" field, there is a "Not a member yet?" section with a "Register here!" button. Below the "Sign in" button, there is a "Problems logging on?" link. At the bottom of the page, there is a copyright notice and a privacy policy link.

Information Subscriptions Events

Bristol Motor Club
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

Username

You must enter a username
[Forgotten your username/password?](#)

Password

You must enter a password
[Have a password reset token?](#)

[Sign In](#) [Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
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.

[Register here!](#)

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NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy.
Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE

Joining Bristol Motor Club 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? <i>(Delete as appropriate)</i> | | | 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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Call **Brendon Jones** on **01225 984614**
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admin@bwcc.uk www.bwcc.uk

£50 discount for all Bristol Motor Club members



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.

2021 Events

| Date | Event | Status |
|-------------------------|--------------------------------|--------------------|
| Friday 29th January | Winter NavScatter | Cancelled |
| Sunday 14th February | SUV Trial | Cancelled |
| Sunday 11th April | Kemble AutoSOLO (Bath MC) | Ran |
| Saturday 24th April | Wiscombe Park (Woolbridge MC) | Ran |
| Sunday 25th April | Wiscombe Park (Woolbridge MC) | Ran |
| Sunday 23rd May | Westonzoyland AutoSOLO | Cancelled |
| TBC | Landow Track Day | Cancelled |
| Tuesday 6th July | General Meeting & BBQ | Postponed |
| Saturday 10th July | Llandow Sprint | Ran |
| Saturday 17th July | Dick Mayo Sprint | Ran |
| Sunday 18th July | Classic and Performance Parade | Ran |
| Sunday 8th August | Kemble AutoSOLO (Bath MC) | Ran |
| Saturday 14th August | Pembrey Sprint | Cancelled |
| Sunday 15th August | Pembrey Sprint | Cancelled |
| Saturday 4th September | Wiscombe Park Hillclimb | Expecting to run* |
| Sunday 5th September | Wiscombe Park Hillclimb | Expecting to run* |
| Sunday 19th September | BMC AutoSOLO (Wroughton) | Expecting to run* |
| Saturday 25th September | Manor Farm (Woolbridge MC) | Subject to Permit* |
| Saturday 26th September | Manor Farm (Woolbridge MC) | Subject to Permit* |
| Saturday 23 October | Great Western Sprint | Subject to Permit* |
| Friday 29 October | Autumn Navscatter | 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 Govt* |

**Events remain subject to any Government and Motorsport UK guidance*