

Magazine of **Bristol Motor Club**

Driving Mirror



July - August 2023



Formation Flying

Inside: Classic & Performance Parade - **Tesla Model 3**
Clio 182 Circuit Racer - **Llandow Sprint** - Drive-By

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Cover shot: Jim Gaisford (Classic and Performance Parade)

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**The next Driving Mirror deadline is
Friday 6th October 2023.**

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

Chairman's Chat



On Saturday 22nd July I did a thing, I wasn't alone either, I was part of a dedicated bunch of brilliant volunteers who all gave up their time in the support of others. Yes, I marshalled at the Dick Mayo Sprint, Post 10 (Tower-In) and it was great.

Importantly, for what turned out in the most part to be a very wet day, Post 10 has a roof. Yes we were kept relatively dry, so just left to deal with the unseasonably cool temperatures and of course being stood up all day.

What I will say is how critical to safety marshalling any event is, something not to be under estimated or taken for granted. Each event has its challenges and sprinting has one in particular. Drivers are driving the track like it's empty.

Unlike circuit racing or even a track day, where in both cases it is abundantly clear there are others around trying to get in your way. With sprinting, or hillclimbing, when it comes to waiving a red flag and using the radio effectively you have to be absolutely on it.

Because when one car enters a corner blind they are expecting a clear track on the exit. If that is not the case then a marshal waving a red flag offers a clear indication something is wrong and its time to abort the run.

Combining a waived red flag with effectively communicating on the radio also has the effect of warning the next competitive cars, by advising other marshals posts to also wave a red flag, as well as preventing race control from releasing another car off the line. In a nutshell the situation has very quickly been made safe.

Other highlights from our marshals post were quite how close we were to the track, and the impressive pace of the majority of cars, most being on it despite the conditions which was great to see. In fact the performance of the class leading cars, quite outstanding.

So, if the opportunity arises, say from having a forced or unforced break from your competitive season, don't be shy, volunteer to marshal, we cannot do it without you, you'll enjoy it and I suspect find a new respect for our regulars.

Matt Nichols

Revolution



August 2023

The official magazine of  motorsport uk

FOUNDATIONS FOR SUCCESS

Getting the basics right in Karting

INSIDE HQ

JOHN RYAN
CELEBRATING 25 YEARS

HOW TO

RUN AN
AUTOSOLO

IN NUMBERS

DRAG RACING
STATS AND FIGURES

PLUS: ON THE LADDER + ESPORTS NEWS + FORMULA STUDENT

motorsportuk.org/revolution-magazine/

Last year I wrote about taking my Tesla Model 3 Performance on track for the first time at the Great Western Sprint, winning my class (the only EV in it so not hard) and coming second best road car to Matt Bennett's incredible Porsche 996 Turbo.

Matt's well driven car was several seconds quicker than me, so I spent the winter trying to find ways to go quicker while staying within the rules for the standard class.

I had planned to contest the Bristol Speed Championship, with a round at Llandow, the Dick Mayo and Great Western at Combe, and the Wiscombe Park two day hill climb.

I asked early on when entries would open for each of these, and was told about two months before.

So April, I attempted to sign up for the Llandow sprint, only to find that entries had actually opened in February and it was full. So much for that one. From then on I kept a very close eye on the BMC website.

I got an entry into the Dick Mayo as soon as it opened. Wiscombe Park entries

were due to open "in July", so I started checking the BMC website daily to ensure an entry, but each time I looked it said it wasn't possible to enter.

However, at the Dick Mayo sprint, a neighbouring driver mentioned Wiscombe and informed me that entries had opened on the previous Thursday on a different website, not BMC. I checked, and yes it was already full. So that's my attempt on the championship done for this year. I am now checking daily for entries to open to the Great Western.

It would be great if the Bristol MC site had links to where you sign up for the events it advertised, and a bit more information on when entries open. That would have saved my season.

Anyway, back to the Dick Mayo sprint, where this time EV's were included in the Roadgoing Series Production over 2600cc class, so definitely some competition this year.

We had come along to a track day on the Friday to try and set the car up better for Combe. The Tesla track mode allows change to front/rear power distribution and how much stability and traction assistance you have. We worked on tyre pressures, and adjusting those settings until we felt we had an optimum dry set up. Minimal stability assist and 50:50 pow-

er distribution. All of which was of no use on Saturday.

The weather forecast wasn't great, but on arrival (after a slow drive up to save the Tesla's battery - power drops as the battery charge goes down below about 70%) it was still dry, and it looked like the initial practice lap would be dry. Friends Trevor and Phil had come along and were acting as the 'pit team' for the day.

As we off loaded my normal road tyres from my car (brought along to be used as 'wets' if the weather performed as promised) I suggested to Trev that we set the pressures then to avoid having to do it in the rain later - prescient that's me.

Well it wasn't raining for practice, but the

track wasn't dry either. Having almost lost the back end exiting the Esses, the rest of the lap was driven with a bit more care.

Even so, practice saw us second in class on 70.81s behind, you guessed it, Matt Bennett on 69.63s.

Then it started to rain. I said to Trev, "Shall we put the wets on and let the track come to us?". "Oh no" he says, the dry tyres will be better for wet conditions provided there isn't too much standing water". Trev, Phil and I run a Mazda RX8 on track days at Combe, and he's right, the dry's on the Mazda cope with most conditions.

So off I went for the first timed run.



Oops...

Had a great deal of trouble keeping the car on the track, even where there wasn't any of the abundant standing water. I ended up just tiptoeing around, pushing as much as I could, but with the car choosing the direction it wanted to go all by itself.

Result from the first timed session - 4th in class on an 83.08s, with Geraint Meek in his rapid Subaru Impreza taking the honours with an 80.29s.

So, rapid change to my normal road tyres, stability assist set to full, and power distribution switched to 60% front 40% rear.

And so out for the second timed run - and suddenly I had a car I could have confidence in. It still felt right on the limit, but the car wasn't doing things for itself, and I felt in control.

Watching the live stream later the commentators were discussing the Tesla and one of them used the phrase "On the edge of what's possible" and that exactly described how it felt in the car - and agreed with Trev's comment that "if you'd been a fraction quicker out of Bobbies you would have lost it..."

End result - 1st in class with 76.44s ahead of Geraint Meek on 78.94s and Matt Ben-

nett on 80.54s.

Nothing much to change for the third run. I think it was raining a little less, so a small improvement to 75.76s. Geraint came in with 77.37s and Matt with 77.61, so all pretty close.

We then heard there would be a fourth run. Although it rapidly became clear that a lot of people had left. With the class lead at stake I had to do the run in case someone went faster. However, I couldn't improve, and 76.18s was the end result. Geraint and Matt couldn't improve either, so that's where we finished.

So I think that's the first class win for an EV for the Bristol Motor Club? Hopefully not the last.

Definitely couldn't have done it in the dry as I have got nowhere near matching Matt Bennett's lap times from last year, but I always used to enjoy wet races back in my 750mc racing days, and it seems I still remember how to drive "on the edge of what's possible" - although there were many occasions on Saturday when I thought I had gone over that edge...

Here's looking forward to the Great Western - if I can get an entry!

Dave Broadway



Tesla, Subaru and Porsche (Your class A4/ A5 top three at a wet 2023 DMS)

The highs and lows of club motorsport

So I have been doing karting mainly arrive and drive series for a while now in TKM's, Rotax's and endurance prokarts i.e. 24hour races, and after a bit of dabble in the world of sprinting with my clio 182 and then a Westfield in mod prod. I decided that I fancied going circuit racing so bought a Clio 182 race-car to race in the KTEC Clio Championship.

The KTEC Clio championship features 200's, 197's and 182's which are split into two classes – 182's being in their own class but racing against the other Clio's on-track.

Reason why I love Clio's, I had 3 road clio's at the point I bought my race one and my friend Paul Clarke is an absolute wizard with them through his business JC Automotive – so if the car ever needed some fixing Paul could do it. Unfortunately, this season has probably been busier than Paul would have liked in the fixing department.

So I bought the car last July time – and went over it to make sure it was race ready with a lot of help from Paul and my friend Charlie Brisker who races in the MX5's. I rolled the car off the trailer at Brands last year and was near the sharp

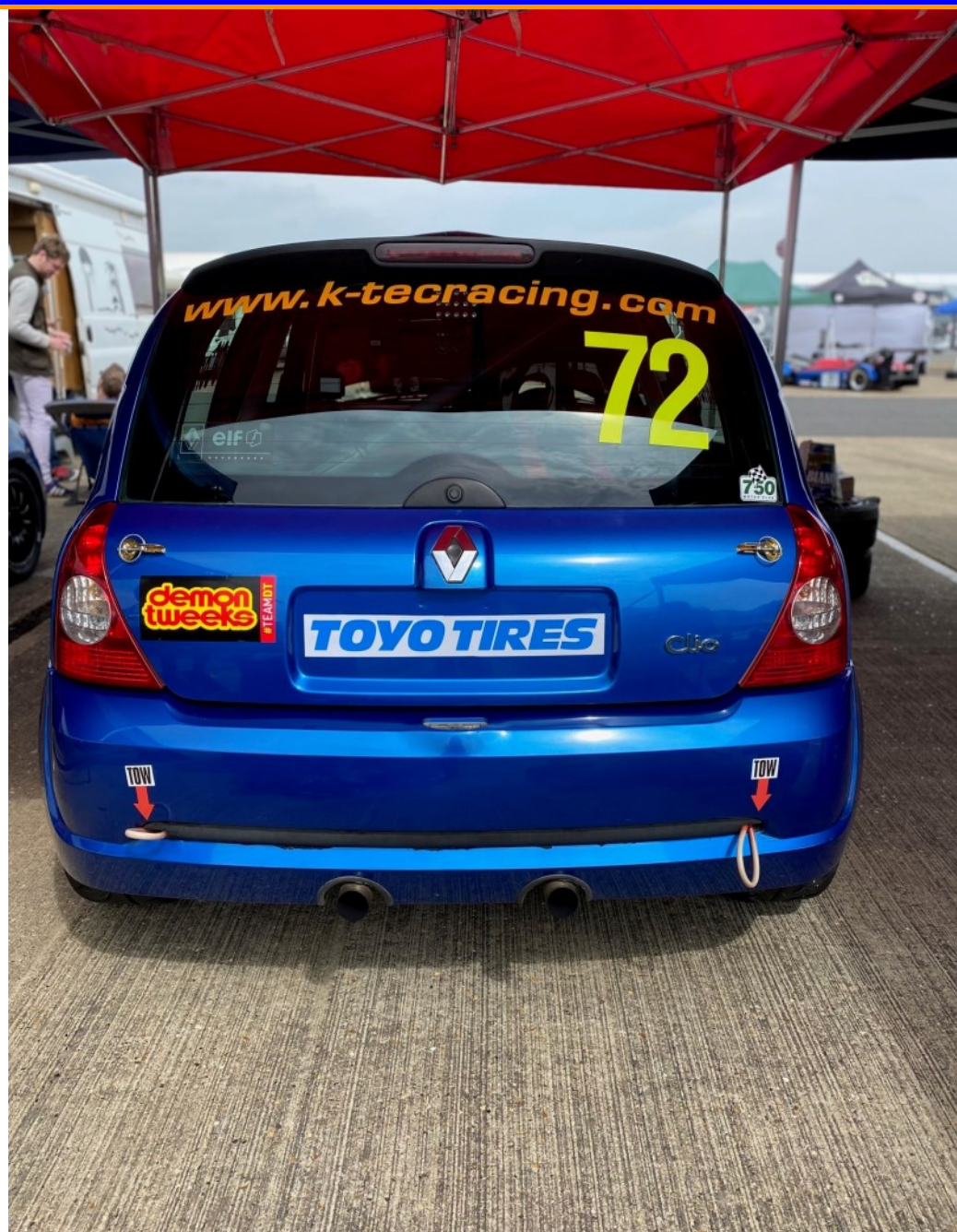
end – qualifying 7th overall and then having 2 decent races to come in the top 10. Unfortunately I missed Snetterton due to illness.

So I spent the winter prepping the car and ran with a team called JG Racing – James, Steve and the team are so good as a team, running the cars on the weekend, giving advice and support, plus fixing any issues. More about that later.

So the 1st round came in April and I qualified well in the top 10 and 3rd in class – I thought there was more to come but was feeling like my race pace would be good.

Unfortunately at the end of lap 1 a car tagged my rear wheel and that fired me into one car and I hit the wall at Silverstone at the rear at about 80mph. Unfortunately the car resembled more of a smart car than a Clio – and that was my round done – 0 points and a wrecked car.

This is where you can either bury your head in the sand or get on with it. So, I loaded the car up got it back to Bristol and left it on the trailer whilst I worked out if I could fix it. Unfortunately, the answer was no – the shell was too far gone. So, after looking around I ended up buying another competitors car which had a broken engine. So now I had 1.5 race Clio's.



Before hitting the wall backwards at Silverstone....



....After



Clio #2 saw original engine fitted into a new rolling chassis/ shell

I missed the Brands Hatch round so the plan was to aim for Croft in June.

It did give me the chance to learn how to take an engine out of a car – so promising my wife I would be finished by the time Henleaze infant school summer party started I would have the engine out, with a lot of help from my mate Tim we did it. Engine and gearbox fully removed.

Plan was then to drag the car along the lane and onto the trailer for Paul to take the Blue Clio's engine out and put it into my new race Clio. Luckily Alex from Bristol Motorclub came to my rescue and literally dragged the car along the lane on his own whilst I sat in it. What a hero!

Paul then put the engine and box in the car from my wrecked car and a few other

bits. Then lots of late nights, swapping the seats over, belts, cameras, transponder and on the Wednesday night before I went to Croft the car was just about ready.

I trailered it the 270 miles to Croft on the Thursday arriving about 11:30am and the JG Racing team helped me unload it and I got a few hours sleep. Testing came on the Friday and I had never sat in the car, let alone started it or driven it or even been to Croft before. But testing came and went – a few issues like a leaking gear selector and driveshaft but on the whole the car was going well.

Qualifying came and I felt like I could be well inside the top 10 and managed P2 overall and 2nd in class. Tim Bentley in his 182 and I locked out the front row. There was 3 races over the weekend I



New shell also required a seat and other race parts

finished P2 in class in every race and came home well chuffed after a good weekends racing and feeling like the rest of the season was going to be good.

So roll on July at Snetterton – again Paul had a look over the car and fixed a few things. I had never been to Snetterton but testing was good and I was right on the pace from the off which was great. However, my engine was potentially starting to breath into the catch tank but at that point there was little option than just to monitor it and see how it went, or pack up and travel home. It's a long way home without even trying.

So, qualifying came and I thought I could be right at the sharp end on fresh rubber.

So tried to time the traffic and got a banker in and went for it, after then I backed off to cool everything down and go again but unfortunately at that point the car was feeling massively down on power and whilst I was slowing down one conrod exited the bottom of the sump. Far from ideal and session\weekend done before even getting to the races. I had qualified 5th overall and 2nd in class just one tenth off pole so a small positive.

The awesome boys at JG Racing were well up for an engine swap but I couldn't find one in Norfolk so I packed up and went home. I was pretty disappointed that another weekend had been ruined but you have to look at the positives – when the car works, I can mix it at the front.



Croft went well with three class P2's

So after lots of searching on the various social media sites and Clio forums I have found and bought 2 running engines. One is hopefully going into the car the car before Silverstone and is decent and the other is off for a rebuild ready for next

so much easier and fun

If you could all cross your fingers and toes my 50/50 coin toss on the 2 motors I bought works out it would be appreciat-



Snetterton confirmed car and driver are on the pace just before the engine let go

season so I can hopefully remove that variable.

Overall a pretty up and down season so far but for all of the bad things, its still been excellent. Circuit racing is such good fun, Clio's is a hard hard championship but the racing is fair and running with the awesome team at JG racing makes it

ed and I finish the races at Silverstone and Donnington.

Peter O'Connor

Sunshine and Showers

Given the abject wetness of the previous day at the Dick Mayo Sprint, a forecast of sunshine and showers provided a welcome respite and realistically about as good as we could have expected for our Classic and Performance Parade. The only question being, would anyone show-up.

Thankfully they did, roughly 150, most taking up the opportunity of the track parades. Always tricky to know how to position this event being non-competitive and therefore slightly left of centre of what we normally do.

We do advertise the event locally, with roadside posters, to encourage some spectator attendance without wishing to go too mad, and do get a few turn up on the day, often just passing and seeing the signs at the circuit.

We do have our regulars with most support coming from the Jaguar XK Car Club (XKCC) Aston Martin Owners Club (AMOC) Cobra Replicas, TVR Car Club and Morgan 3 Wheelers. After that it's a mix and so only plan really being to put manufacturers together, Porsche here and MG over there etc.

With gates open from 8.00am (yes, I am trusted with the circuit keys....!) the day



Aston Martins to the left....



....TVR's to the right

gets going in earnest 9.00am-10.00am with an increasingly busy time parking cars in their respective paddock spots, and handing out driver and passenger wristbands, plus car stickers for parades.

Each parade has a different colour sticker representing one area of the paddock and up to 25 cars being run to Motorsport UK rules at an appropriate speed between two pace cars. Rules this year tightening for passengers, over 12yo and 135cm.

Our fantastic paddock team got the cars parked up nicely looking great by not making it just like a motorsport paddock, well done to them. Whilst our signing on team flew through the endless stream of

drivers and passengers, some of whom had paid, others entered online but not paid and a third group, neither. All of which was handled brilliantly with clarity and expertise.

We ran 15 parades, five in the morning and ten in the afternoon, each 2 ³/₄ laps and everything went very smoothly, the photographs from Jim Gaisford showing quite how some enjoyed themselves too.

As organiser I question it every year, and every year it always produces a relaxed and fun day out for all. Thank you to everyone who make it that way.

Matt Nichols



All Pictures: Jim Gaisford



Bristol Llandow Sprint 2023

As many here will appreciate, somewhat unusually for the Vale of Glamorgan, the sun shone all day for our 2023 Bristol Llandow Sprint allowing many club members to shine as well.

In class A1 David Ashurst got his Fiat Punto Sporting home in third place hovering just above the 100sec mark. Whilst in A2 and safely into the 90's, Donald Gay (Toyota MR2) was pushed back into second place by Claire Tooth (Lotus Elise) after not being able to improve on his T1 time of 93.79. Conversely Claire

improved every run to take the class win with a time of 92.64.

Class A3 set up a battle of two quite different highly modified turbo-charged road cars. Pekka Tulokas (Mazda MX5) got out the blocks strongly with an 84sec run in Practice but failed to set a time in the first timed run.

This opened the door to Matt Parr (Fiesta ST) who improved his practice time by 6secs to take the lead, a lead he to never let go of ending the day on 82.71. Pekka not too far behind on an



Matt Parr (1st Class A3) - Ford Fiesta ST 1.6 Turbo FWD (300+Bhp)

83.07. Respect to Torbay MC's Paul Finch who secured 3rd behind Pekka with 83.45 in his N/A Ford Escort Mexico. Steve Adams (Porsche Boxster) coming home 6th.

In the unlimited and somewhat under-represented class A4 it was business as usual once again for Matthew Bennett in his 996 Turbo taking the win with a blistering 81.69.

Whilst in B2 Chris Bennett (Caterham Seven) and Mike Smith (Sylva Striker) secured 5th and 6th respectfully in a very

competitive class. Chris getting down to 86.55 and Mike 91.13, both on the last run of the day. In B3 Paul Franklin (Caterham 620R – 81.36) Paul Harvey (Westfield SE – 84.51) and Adrian Clements (Westfield SEi – 85.54) made it a Bristol MC class 1, 2, 3. Nice one chaps.

Similarly, in C3 Simon Pollock (Toyota MR2 – 87.84) Ben Stapley (Datsun 240Z – 89.84) and Hannah Stapley (Datsun 240Z – 94.43) made it a Bristol MC 4, 5, 6. Hannah going quicker each run. Class E1 saw a lonely Andrew Bisping (OMS 2000M) achieve an inevitable class win



Pekka Tulokas (2nd Class A3) - Mazda MX5 NC 2.0 Turbo RWD (300++Bhp)



Class B2 1, 2, 3 (Top to Bottom) - Paul Franklin, Paul Harvey & Adrian Clements

with his best time of 76.37. Andrew also going quicker each run. Whilst in Classic Marques our very own Trevor McMaster (Ginetta G40T) aced a second in class with his best time of 91.71.

Onto our MX5's and a fired up Pekka Tulokas this time in a challenge car secured a class win with his best time of 86.98 keeping the ever-committed Ben Marshall in second place (87.56) and championship contender Aaron Sharp third (87.59).

Aaron had nicked second place from Ben in T2 but Ben got it back on the final run

of the day. Great stuff as always. Dominance here for the later 2.0litre NC cars as well. Also, in same and putting in another strong performance was Chris Parr (4th) with his best of 88.26.

Well done to everyone involved to get through the day and of course our overall winner Phillip Montgomery-Smith (OMS 2000M - Turbo) with his best time of 69.51.

Matt Nichols



Trevor McMaster Ginetta G40T 2nd in Classic Marques

Wiscombe Park - Come rain or shine

The weekend forecast for Wiscombe Park back in April was looking rather good, but as per the British weather it can always change.

Saturday was round 3 of the 2023 Bristol Motor Club MX5 Challenge. We managed the 2 practice rounds, one dry run and a damp rather wet final run.

This gave us our third overall winner in as many rounds. On this occasion our overall 2022 Champion Aaron Sharp

took the spoils with a very respectable 48.3 second climb.

Hot on his heels was Phil Oliver who only finished seven hundredths of a second behind Aaron, setting a new Class A record in the process. It was calculated that the gap equated to 2.7cm in distance so it's fair to say it was pretty close!

Third overall went to Ben Marshall who only finished three tenths of a second behind Aaron on what was a very impressive debut on the Wiscombe hill.



Soggy Wiscombe paddock proved more than a bit of a challenge.



Soft tops were the order of the day (driver and car)

Phil won Class A in front of James Hurford. Behind Aaron and Ben came Chris Parr who drove brilliantly to make the podium in the class. Well done Chris, it's brilliant watching you get quicker and quicker.

Sunday started damp for the practice session, it dried for the first timed run before the second timed run which was rather wet. Unfortunately the third timed run was cancelled due to the conditions in the paddock. This essentially meant that it all boiled down to getting the first timed run right.

Ben clearly got it spot on as he raced up the hill in 48.99 seconds just under three tenths in front of Aaron and five tenths in front of Phil. The same overall podium as Saturday but in a re jiggled order.

In Class A Phil came in ahead of James Hurford who took second in class. In Class B behind Ben and Aaron our 2019 Bristol Motor Club MX5 Challenge Champion, Dave Greenslade took his first podium in his newly acquired NC as he gets familiar with his new steed.



Phil mastering the tricky conditions (Andy and Mike Speed Live)

So, we have a change at the top of the overall 2023 Bristol Motor Club MX5 Challenge again as Ben Marshall overcame the conditions to win on his first weekend visit to the fantastic Wiscombe Park Hill Climb venue. Great stuff Ben for winning Round 4.

It's now super close at the top of the championship with the top three of Ben, Phil Oliver and Aaron Sharp only separated by 3 points a third of the way through the season.

Rain aside, Wiscombe delivered two excellent days of driving and socialising for our 2023 cohort. Next up is our first ever visit to the world class Prescott Hillclimb venue on the 10th and 11th of June which we're all looking forward to. Hopefully by then it'll be a bit warmer.

Phil Oliver & Andy Thompson



Saturday saw Aaron (centre) take the win (Phil left 2nd and Ben right 3rd)

Drive-By

Hmm, want an answer to a current problem? Then a history book may well have the answer. Nothing new under the sun...

What's this all about? Well, I've recently found the time to have a read of one of my Christmas present books, this particular one being about Morgans, and subtitled 'The Art of Selling a Unique Sports Car' and which contains all the advertisements used by the Morgan Car Company since the company's creation in 1910.

Okay, a bit 'niche' ('niche' – posh speak for geeky....) admittedly, but some of the facts in the adverts did get the ancient grey morass that masquerades as my brain these days working on one of our present-day problems.

Allow me to explain. As with a number of larger cities in Britain, Bristol now has a Low Emission Zone with a congestion charge for vehicles that are considered the most polluting (including ancient diesel-engined Vectra's, ahem).

With the Mayor of London recently proving that any existing emission zones can be expanded at will, the current stream of propaganda we're now being bombarded with is that zero-emissions-at

-point-of-use electric cars are the miraculous panacea to poor air quality in our cities. You know, providing we can build enough nuclear power stations to generate the electricity required for 30 million vehicles and for running the replacement systems for those that currently directly use fossil fuels. No emission worries there, then...

So, what's this got to do with a bunch of century old adverts for Morgan cars?

Well, the adverts for the very early Morgans being built shortly after the creation of the company, all three-wheelers by the way, no four-wheeled production Morgans until January 1936, all contained the performance statistics of '50mph and 50 miles to the gallon', not to mention a purchase price of around £90 and road tax of just £4 per year as the Morgan qualified for the same road tax as a motorcycle & sidecar combination outfit (wasn't a similar taxation perk one of the selling points for a Reliant Robin?).

Surprisingly. You could still purchase a basic specification three-wheeled Morgan for around £90 in 1939 with, even more surprisingly, the same road tax. Imagine that, for nearly thirty years we had a government that didn't perpetually target motorists every time they needed to top up the nation's coffers!

Anyhow, back to the plot. What the Morgan adverts got me thinking about was the current, ever-growing love affair with zero emission cars (they're not) which gives us the slightly ludicrous situation of enormously large and heavy electric cars on the roads in our cities, which may be brilliant for local air quality but absolutely pants for congestion itself and wear and tear to the road infrastructure, not to mention the structural issues now being reported with multistorey car parks designed for the weight of cars of the 1960s and 70s, hmm.

To my thinking (my article my rules – don't agree with me? Write in with your own opinions), we really should be endeavouring to find a solution in the opposite direction, and the adverts for the early 20th century Morgans gave me a possible answer.

I mean, there's no doubting the prowess of electric cars, it's just that the present battery technology doesn't give us much in the way of energy density and therefore correspondingly large and heavy batteries to yield any sort of useful range and the size of cars necessary to accommodate them clogging up the arteries in our cities.

So, working on the well-established figures that most people's regular commutes are less than fifteen miles, and the average speed of traffic in our cities now rarely exceeds the record set in 1910 by Dobbin, the thirty year old, internationally famous London milk cart horse, then a physically small, three-wheeled car that can accommodate two people, or even a version for a family of four (a la early Morgans), and with the same performance parameters set by Morgan in the early twentieth century of 50-60mph and 50mpg must surely be more than possible, especially if the great brains around the world are let loose on the project.

Sorry, what do you mean 'but the batteries will still be huge and heavy?' For heaven's sake, put aside your propaganda-generated Duracell fantasies and forget batteries.

Why not utilise either a small capacity hydrogen powered internal combustion engine which would emit miniscule emissions, or avoid the emissions thing altogether and use a small hydrogen fuel cell?

Put either propulsion option into a small three-wheeler constructed from the lightest composites and you can see that such a car should more than exceed

Morgan's proud performance claims over a hundred years ago, be more than adequate for most people's daily use and far less congestion generating. Plus, arguably infinitely more fun than driving one of the current crop of electric cars that appear to weigh the same as a small bungalow.

Worried about lugging around a cylinder or two of a highly explosive gas? Recent tests on lightweight composite construction hydrogen storage cylinders have shown they are quite literally bomb-proof and arguably potentially safer than the petrol tank in your current chosen set of wheels.

There we go, smaller, congestion-busting ultra-low or zero emission cars at affordable prices and, as hydrogen can be generated by electrolysis using sustainable energy sources, won't require colossal investment in a raft of nuclear power stations constructed by the lowest bidding contractors. Want something larger and with more range? Just upsize this basic principle. Chris Dymock to the rescue, again. Simple!

Staying with the ancient vehicles theme, I recently fell for Lynnette's usual bribery (again, I never see it coming until it's too late...) of 'how do you fancy pie and chips on Saturday?' and which had me taking us to yet another antiques and flea market at Shepton Mallet.

I must confess that it's Lynnette who has the interest in antiques, but I'm happy to spend the time with her and having a look for the miracle of finding a long-lost Renoir or da Vinci masterpiece for a couple of quid, and there's no denying that the pie and chips in the venue restaurant are worth the visit for me.

Anyhow, on our latest visit I did manage to find something else of interest to myself when I spotted a small pile of very old magazines entitled 'Flight'. Not that I haven't seen similar 'Flight' magazines on previous visits and which usually date from the forties and fifties, but these looked older and a quick check of the dates and, blimey, these five magazines dated from 1912 to 1915. I couldn't resist and just £4 secured the lot.

The magazines are a truly fascinating insight into the very early pioneering days of heavier than air flight (first achieved by the Wright Brothers only a few years earlier in 1903) and you know you're reading about very early flight when the reporting of the winner of a recent distance race 'managed the sixty miles in a fantastic time of just under 80 minutes', fascinating stuff and worth every penny.

Finally, the latest update on Ruh, our rescue Lurcher.

Ruh's now settled so very well into life at Castle Dymock and is such a cathartic companion for Lynnette who's been

suffering some serious health issues since Christmas.

Which is all very lovely, but the little bugger (the dog...) still takes great delight in digging in my lawn at the back of our house and which now means it's like trying to mow a battlefield with all the holes he's created. It's like owning a fur-coated rotovator!

We try to fill in the holes as they're dug but he spends a lot of time in the garden when Lynnette's out pottering around with her gardening, and you can't watch him constantly. I almost have sympathy with local councils and the national pothole crisis, almost. However, his recent diggings revealed an old black plastic bag about six inches below the surface and as I started to pull at the bag before backfilling his latest efforts to reach Australia, several small bones fell into view.

I quickly refilled the hole after showing Lynnette the results of Ruh's excavations

and didn't think anything more about it until mentioning it in conversation with our neighbour a few weeks later, and who went on to tell me that the house used to be the local vets back in the late sixties/early seventies and that when the footings for the garage and parking were being dug out it unveiled hundreds of similar bags.

Looks like I had better make sure that Lynnette never watches the film 'Pet Cemetery' and which now means the latest Harry Potteresque novel I find myself dwelling in is: 'Chris Dymock and the Nightmare of the Field of Bones'.

Chris Dymock

PS. Hope you like the photo - my kind of athletics. Yeovil Council signwriters at their finest. Again.



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 login form with fields for Username and Password, each with a red border and a red error message: "You must enter a username" and "You must enter a password". There are links for "Forgotten your username/password?" and "Have a password reset token?". A blue "Sign In" button is present, along with a link for "Problems logging on?". To the right of the login form, there is a section titled "Not a member yet?" with a green "Register here" button. Below the login form, a note states: "Note by signing in, you agree to our Terms & Conditions." At the 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 myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE 1".

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).
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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.



Classic Car Mobile Mechanic

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I come to you and work on your car in your garage, no need to transport it anywhere or worry about it when it is out of your sight.

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07957545432

Adrian@ClassicCarMaintenance.co.uk

Date	Event	MX5s	2L Cup
Friday 27th January	Winter NavScatter (BMC)		
Sunday 19th March	Clay Pigeon Sprint (BDCC)	Yes	Yes
Sunday 16th April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 22nd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Sunday 23rd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Tuesday 2nd May	General Meeting & Buffet (BMC)		
Saturday 10th June	Prescott (Bugatti Owners Club)	Yes	Yes
Sunday 11th June	Prescott (Bugatti Owners Club)	Yes	Yes
Saturday 24th June	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Friday 7th July	Castle Combe Track Day (CCRC)		
Sunday 16th July	AutoSOLO Ashton Down (EMCOS)	Yes	
Saturday 22nd July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 23rd July	Classic & Performance Parade (BMC)		
Sunday 6th August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 2nd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 3rd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 10th September	AutoSOLO Aston Down (EMCOS)	Yes	
Saturday 14th October	Great Western Sprint (BMC)	Yes	Yes
Friday 27th October	Autumn NavScatter (BMC)		
Sunday 12th November	Fedden Sporting Car Trial (BMC)		
Sunday 26th November	Allen Classic Trial (BMC)		
Tuesday 5th December	General Meeting & Buffet (BMC)		