

Magazine of **Bristol Motor Club**

Driving Mirror



November - December 2023



Great to be back

Inside: BMC Juniors - Fedden Sporting Car Trial
Allen Classic Trial - Future of Sprinting - Drive-By

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Cover shot: Matt Nichols (2023 Fedden Sporting Car Trial)

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The next Driving Mirror deadline is
Friday 2nd February 2024.

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

Chairman's Chat



Within the context of a still challenged UK economy, I think by any measure we can call 2023 a great success for Bristol Motor Club.

We have as a club been directly involved in the successful running of three Sprints, two Hillclimbs and two Trials, the Fedden coming together like a rabbit being pulled out of the proverbial hat, and the Allen Trial filling in less than five days.

There is much that can be said about the Allen, taking months of planning and organisation, needing in the order of 100 marshals to run and at a time when event numbers are generally down, being full with reserves. Well done team.

The fact the Fedden ran at all is a miracle in itself, and the fact we completed it on a soaking wet day only adding to the drama. Challenging doesn't even begin to explain it. Once again well done all, outstanding effort.

Our Speed events are already well established with for 2024 just a slight re-balance on invited championships needed between Llandow, which also filled very

quickly, and our Combe events which took a little longer. The difference can be just one championship, although tipping the balance too far the other way all too easy as well.

The eagle eyed of you may have spotted two Llandow Sprints in 2024, one in June as usual, and a second in August. Both jointly organised with Bristol Pegasus.

One of the things I think we've learned as a club is although there is a time to be independent, to not also be too proud to ignore obvious opportunities to work in partnership to share the load as well.


As 2023 draws to a close, thank you for all your efforts this year, it is massively appreciated. Which just leaves me to say have a great Winter/ Xmas break and see you in the New Year.

In the magazine this month, Andy Thompson shares all about BMC Junior Members, there are reports from both the Fedden and Allen Trials, a conclusion to this years Radical Diaries, Mike Smith on the future of sprinting, Drive-By and our 2024 calendar.

Matt Nichols

Revolution

November 2023

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2023 Fedden Sporting Car Trial

Thank you so much for a momentous effort to run this year's Fedden Trial at Lansdown Nr Bath.

The amount of pushing of cars was greatly appreciated by comments I have had from Competitors. The Winner was Thomas Bricknell - quite appropriate really as a certain Roger Bricknell (his Step-Father) won the last event held at this site.

That event was run mostly on the other side of the valley but unfortunately that area isn't available to us as it is signed up to a stewardship arrangement. Also, by way of explanation, we zeroed Hill 2 on Round 2 as it was so difficult to get cars out and we still had 6 cars to attempt that section at that point so we took the decision to abandon it.

We knew the limitations and potential pitfalls of the site but were determined to get the event back this year. I reckon that everyone – Competitors, Marshals & Or-



Conditions far from ideal requiring greater than normal Marshal intervention



ganisers were equally exhausted after the event.

When we went up to the venue on the Wednesday the week before we were shocked to see the effect of the rain from the previous week. Suddenly there were springs & streams that we never knew existed and areas that had turned into soft bogs.

We devised a plan for making it work and we had a few good days. When we went back on Friday to start setting out some

sections, testing the grip etc. a lot of the site was holding up well in spite of the deluge of rain on Thursday.

Our biggest fear was actually getting between the sections rather than the sections themselves and that proved to be the case. The moving of the paddock at the last minute also gave us a bit of a challenge.

Saturday was sunny & with a drying wind and we were hopeful of getting a dry Saturday night & Sunday morning. That

When we went up to the venue on the Wednesday the week before we were shocked to see the effect of the rain from the previous week. Suddenly there were springs & streams that we never knew existed and areas that had turned into soft bogs.

turned out to be a forlorn hope. The day itself ending up being much more of a strenuous trial than we'd hoped.

No question we had the elements against us, so just happy really that we managed

to complete the event. Anyway, I think most, if not all, enjoyed the day and were glad to see the event running once again.

I think it is fair to sum up that our search for a permanent venue goes on. We have a very supportive land owner so we hope he may be willing to agree to using a different area of his farmland.

Tony & Ange Streeting



View from a Sporting Car



Even the Charman wasn't spared



If the centre of the hub of at least one front wheel is beyond a “gate” then the score is the number on the next gate up the hill. It’s a 6 from Pete Hart in this case.

It is ever so pleasing to see the number of juniors in our club growing. Personally I have two sons who really enjoy being involved across a wide range of activities associated both with the motor club and with cars in general. Since joining the club, they have really enjoyed meeting like-minded boys and girls and regularly catch up at events or socially.

Over the next few editions of Driving Mirror we'll aim to publicise some of the cool things our juniors get up to from helping out at our events all the way

through to competing.

The purpose of this article is to simply provide some indication of the breadth of activities we get up to across the club as well as the ages to which the juniors can join in. if you'd like to find out anymore please reach out to other members of the club, members of the committee or myself.

Please note the ages in the table to the right are as per the Motorsport UK Blue-book, 2023 which do change from time to time. If in doubt please ensure you approach the organising Motor Club when you fancy attending, marshalling, being a passenger or competing at an event.



Spectating at Bristol Motor Club events with unrestricted access

Age	Involvement
Any Age	<ol style="list-style-type: none"> 1. Spectate at Bristol Motor Club events and visit the paddock to see the drivers and cars up close where access isn't restricted (usually only our Autosolos have restricted access). 2. Compete in our winter VSprint series using Gran Turismo Sport on the PlayStation 4. 3. Enjoy the excellent visits to factories and museums organised by the club.
2-12	Our juniors can be a rear passenger as long as they are in a child seat in Classic Trials such as the Allen Trial.
8	Juniors can typically drive go-karts at venues such as TeamSport at Avonmouth and Absolutely Karting as long as their inside leg measurement is over 25 inches long.
11	Juniors can apply to be Cadet Marshals through Motorsport UK. This allows juniors to get involved at our Sprints and Hillclimbs but they also can branch wider into other forms of motorsport such as rallying.
12	<ol style="list-style-type: none"> 1. Juniors can navigate on our NavScatter events if they are handy with a map. 2. Juniors can passenger on Autosolos provided it's below 2000cc (including forced induction) in capacity and they are over 135 cm tall. The car needs to have a roof (Saloon, Coupe or roof up on a Cabriolet). 3. Juniors can be a front seat passenger on Classic Reliability Trials in a saloon or hard-top car.
14	<ol style="list-style-type: none"> 1. Juniors can drive on Autosolos provided it's below 2000cc (including forced induction) in capacity and they are over 135 cm tall. The car needs to have an integral non detachable roof. Their passenger must have a full driving license and has experience of Autosolos. 2. Juniors can compete in Junior Sprint and Hillclimbs in a standard car of no more than 1400cc. 3. They can also passenger in Sporting Trials such as the clubs Roy Fedden Trial and be a front passenger at a Classic Reliability Trial as long as they are over 135 cm
16	<ol style="list-style-type: none"> 1. Juniors can drive at a Sprint and on Hillclimbs. 2. Juniors can also drive on Sporting Trials as long as their passenger holds a full driving license and is experienced at Sporting Trials.

Bristol Motor Club operates a safeguarding policy for all of our under 18 juniors which is in line with Motorsport UK's policy. For a copy of our policy, please check out the Reference section of our website.

The following list isn't exhaustive but gives you an idea of the breadth of the activities our juniors get up to over the past three or four years.

- * Navigating on NavScatters
- * Driving at Autosolos
- * Passenger on Autosolos
- * Passenger on Classic Trials
- * Under17 Car Club (not through the Motor Club)
- * Ginetta Junior Scholarship Qualification
- * Maintaining, setting up and competing Tamiya M Chassis RC Cars at Bristol Model Car Club (not through the Motor Club)
- * Competing in our winter VSprint series (PlayStation 4 required)
- * Mechanic for Dad at Sprints
- * Car preparation at home

- * Support to Speed on Screen
- * Marshalling Sprints, Classic Trials, Rallies and Classic & Performance Parade
- * BMC Events: Karting, Ariel, Alfaholics and Bugatti Museum
- * Bristol Motor Club camping trip to British Touring Car Championship at Brands Hatch

I'm hoping I've helped illustrate just what is available to our juniors where they too can get immersed in our brilliant hobby.

Andy Thompson



Becoming a Marshal



Driving a Ginetta Junior

2023 Allen Classic Trial

With a very wet spell leading up to the Allen then a few dry days on the run up, all the sections were in prime condition.

Set up day was dry and sunny then the day itself proved a little damp and a few light showers to ensure everyone got a little wet, all part of the fun, so I am told.

We had a go at a Heritage class again and added a Class O option this year. The main Trial filled in 4 days thank you for the support and the Heritage and Class O had zero entries at the closing date, message received. If we could get the daylight hours extended at the end of November, we could up the numbers in the main entry, any ideas!

The competitors were released from the Bull by BMC Chairman Matt. Bit of a queue at the first Hill Tog Hill not sure why, it was the usual warm up to get everyone in the mood. With a bumper Class 2 entry, we thought we should up the challenge, so why not the restart at Bitton Lane, A Dellow and 2 Austin 7s probably agree.

Fairy Hill is still a learning curve, we simplified the Observed Test and got a time for everyone with no fails. Jack Selwood taking FTD at 18.3 seconds. The





Chilly start at the Bull at Hinton



Marshalling Challenge 2023. Removing one competing car from one log.

section last year 2 cleans in 7 and none in 8. This year 1 in 7 and a good few in 8. Guys Hill was again on form, some got it right, some got it wrong, and some got away with it. Travers saw the return of a yellow restart, the majority were successful.

The recovery team of Tim and James were not too busy this year. I am told the fish and chip takeaway at Chew Valley did a good trade. Falcon were in charge at Burlidge again, this time run as 2 sections, with Yellows moved to the second restart, this confused one competitor.

Fry's Bottom has seen a few changes over the years, the old mine shaft appearing on the class 8 deviation on the hidden valley section this year, just about big enough to swallow a Troll.

So we tried a new section just for them, some cleared, some nearly cleared. At the Observed Test FTD was 12.0 seconds, you guessed Jack Selwood again. Then to John Walker for the final blast, everyone just about making it before darkness.

The Clearest, Cleanest score card award is a 3 way tie this year. Anna Robinson, Dexter Blain and Terry Coventry. Sorry no prize but buckets of Kudos.

Only 2 clean sheets this year Rob Holden in the class 3 BMW and Dave Haizelden in the class 5 Scimitar. Dave being quicker on the Tests, takes the Allen Trophy, could this be a long awaited return to form? I ^{guess} we will know on the Camel.

Many thanks to all who help to make the trial such a success. Especially the marshals, many of whom travel a good distance to come out year after year, and of course the competitors.

Carlisle, Pete, Mark & Tim



Exhausting recovery - John Walker

2023 Driving Mirror a year in pictures

Pictu



Clockwise from top left: Ariel visit, Classic & Performance Parade, MX5's, Alfaholics v





visit, MG 'ZoRo'



Radical Diaries 2023 Part 2 - The Sprints

Following Simon's round up of the Hillclimb season last time, it's my turn to share our 2023 Sprint season. After missing the Anglesey April sprint weekend due to the oil pressure issue, first up was Goodwood after some more fiddling to sort it out...

Unfortunately it was as bad as ever but somehow we managed to limp through the day around it, on the plus side once up and running it was on song. Goodwood is such an amazing place but the stress of the problem unfortunately kept Simon off the boil and a couple of seconds off my best and me with a new PB of 81.80. Enough for an average speed of 102.75 MPH!

A bright and sunny Pembrey came up next, and an excellent event with just a tenth separating us on the Saturday with Simon ahead, my last run thwarted with a chain failure on my final timed...what could have been... Chain replaced overnight and we got on with it on Sunday this time on the second course option. Simon got the better of me again by a bigger margin (two tenths!), but weirdly we were a couple of seconds off last years PB, can't explain that one.

We both had commitments on the BMC Llandow weekend, so onto Castle Combe for the DMS and what a wash

out. The sheer amount of standing water and relentless rain made for a rather miserable event, having an open car and gaps in the body between you and the tyres is definitely sub-optimal.

Simon stopped out on track on his T1, a bolt had found it's way out of the chain drive which resulted in a full lift for it's first time ever...fortunately an easy fix and we were back out in the afternoon. Simon was making a habit of just nicking it this year, with a massive six hundredths the gap this time!. We didn't do the last timed run even though I wanted to beat him as we were at Prescott the next day and wanted it in one piece and felt we were riding our luck a bit. There were some fantastic drives on the day, the top ten doesn't look like that very often.

We decided earlier in the year that we should visit Anglesey so we went up to the last meeting in October, also a British Sprint round. The monsoon that was forecast didn't materialise but it was just a constant light rain all day, not ideal up there. The track was also incredibly slippery and inconsistent with us joining a large list of spinners throughout the day.

Simon set a great marker on T1, my 360 degree spin put pay to my response and I just couldn't hook it up on T2 or T3...the interclub FTD was also on the cards so the pressure was on. Simon reported the track wasn't improving on his T4 so I



Shame of a full lift

bolted myself in and just focussed on keeping it tidy and off the kerbs...result was 1.8 seconds better. I can't explain it but I just hooked it up, we ended up 3rd and 5th overall and 1st and 2nd in the Interclub event, awesome.

Sunday was the International circuit format (Saturday the National format), just a fantastic place and a must do in my opinion. The track started off wet but the clouds lifted and we had a dry track for the afternoon runs, another good battle with us again 1st and 2nd in class and 2nd and 3rd overall in the Interclub event and me having the honours this weekend.

Last up and back to Castle Combe for the GWS and hopeful for a good end to the season, another mixed day of weather (seems to have been standard this year) and again close between us with Simon four tenths quicker on T1

and setting a good marker. T2 is where is all goes a bit wrong, Simon was out first and out of Tower into Bobbies on the second lap the rear floor / undertray section exited stage right....Simon came in reported the car felt strange, no wonder really. That put pay to any more fun and our poor run of luck at Combe continues, we've had issues of some sort at every meeting we've been there with the Radical.

Overall though a great season, super competitive between us throughout the year on both the sprints and the hills. Multiple wins and another two FTDs for the car between us, some fantastic venues, loads of laughs, highs and lows and of course the car has been mega to drive. Thanks as always to team Clemow, the clubs, venues and the orange army who all make it happen. Roll on 2024

Dave Greenslade

The Future of Sprinting

I think it was about fifteen years ago when my season started with an epic eight days beginning GWS at Combe the weekend before Easter, Goodwood on Easter Saturday and Croft on Easter Monday.

With revised calendars we do not have big events close to one another these days. At the time of writing, I will compete at Combe in October, and previously Goodwood back in the summer. In previous years at Goodwood, I felt proud to get the prestigious paddock position No.1

My imagination let my mind wonder on a journey thinking about which famous racing driver had preceded me, Moss, Clarke or Hill maybe. I don't always feel the same hill climbing but nice to know on my next event at Combe I get to see a picture of Stirling Moss rolling at Quarry Bend. Hillclimbing does of course have its own stars dating back in time, but none equally as well-known.

Unfortunately speed heroes do not enjoy the same levels of fame and I fear that many current attempts to use technology to raise profiles may still prove to be a fruitless waste of time.



Has the gap between Hillclimbs and Sprints grown in favour of the former



Whether competing on a Yorkshire hill, a Cotswold's wood or on top of a cliff looking across to Snowdonia. These factors all add to our experiences, and we all have favourites, but they do not fundamentally drive our sport.

What gets me fired up is the feeling of competing both against myself, to get a PB, and of course against my direct competitors. When I started at Harewood I chose to hill climb because it was cheap and close to home.

I built my own car, from a kit, drove it to

the events and always drove it home afterwards. I did not need a trailer until I had one. My costs were limited as I only did Harewood and could get there and back quickly.

My class of cars at Harewood was fiercely competitive and as a novice I would lead a field of 15-20 cars down the Shute to do our runs. Roll the calendar forwards ten years and I had progressed to the mid-field.

After moving south to Wiltshire I tried to do the same at Combe but there were



never enough events, without travelling, nor was there the same high level of competition, without going to find it, which I did, by joining a national championship. My costs immediately increased because of course I was travelling a lot more and before investing in a Transit van needed accommodation.

I firmly believe hill climb venues still enjoy a strong core of local or near local competitors whereas sprinting competitors are forced to travel which during our current cost of living crisis is impacting the sprinting branch disproportionately.

Hill climbers are also very proud of their

local events and are members of and supportive of their local venue and club. If I only did events at Combe then I would be limited to three or four events. Most Hillclimb clubs offer a venue championship which has had the beneficial effect of attracting local supportive competitors thus cushioning the organizers in these difficult times.

Financial stress has led sprint competitors to become very selective of where they direct funds for maximum return. Clubs who make their mission to deliver value for money are well supported and obtaining an entry can be as difficult as gaining an entry to any hill climb.

This year I have done two 'new to me' events. The attitude of the one of the event organizers was not directed towards a value for money experience for the competitor and I can confidently predict I will not give them a second chance next season.

The other was excellent in all respects and worth the extra travel. The difficulty arises when an event such as Pembrey which has had blips in the past and have a new organizing team with a strong will to change but they need time to do so. For them they need to be given that chance but the operating environment is critical

and unforgiving.

Hill climbing is in effect being insulated from the 'support' difficulties but if the UK's financial state remains the same then surely that will also affect the hills within a year or two.

Economics dictate it will remain the same for as long as we pay ourselves more than we actually earn so I do not see a massive change on the immediate horizon even if another party is voted in.

It appears to the author, at least, that



For Sprints to continue offering value for money is going to be key

there is more money about in hill climbing than sprinting and it is that money and the machinery and drivers it attracts which gives it the upper hand in its appeal over sprinting.

At the highest level, sprinting has lost the likes of John Graham and Colin Calder and we have not had replacements to fill the gaps. On the other hand, I can recall doing a Croft sprint when Will Hall, running in my class, rocked up late having done a Harewood the previous day.

When I asked him why he was late and it turned out he had gone back to the Mid-

lands to finish a batch of furniture due for delivery after the Easter weekend – definitely earns what he is paid.

Is it possible though that the attraction of like-minded competitors means some have focussed on hill climbing not sprinting. I am sure Will is an example of how many careers have developed.

Finally, it would be wrong to talk about sprinting without a mention of a person who I have observed influencing the whole scene. Paul Parker, I have observed as a fellow club member, an event organizer, a mentor, a steward. If he was



Sprinting needs and has a champion in the form of our very own Paul Parker



more IT savvy, he would be trendily be called an influencer.

His calm approach and his enthusiasm for our sport has influences beyond measure. I have seen him creating opportunities for young organizers to develop and gain experience which is model practice and needs to be recognized. It can be summed by the way members of the strong Longton team refer to him as “Uncle Paul”.

I do not see the end of sprinting as being an issue. Over time we may well see

clubs having problems financing events but the best events will survive and flourish. It will be a difficult time for organizers to learn their craft but the future will be bright for those who plan to give the sport value for money and do this in a quiet determined respectful manner.

My vision for the future will not see sprinting expanding wholesale but will be more of a refined distillation with quality coming to the fore.

Mike Smith

Drive-By

'BLAM!

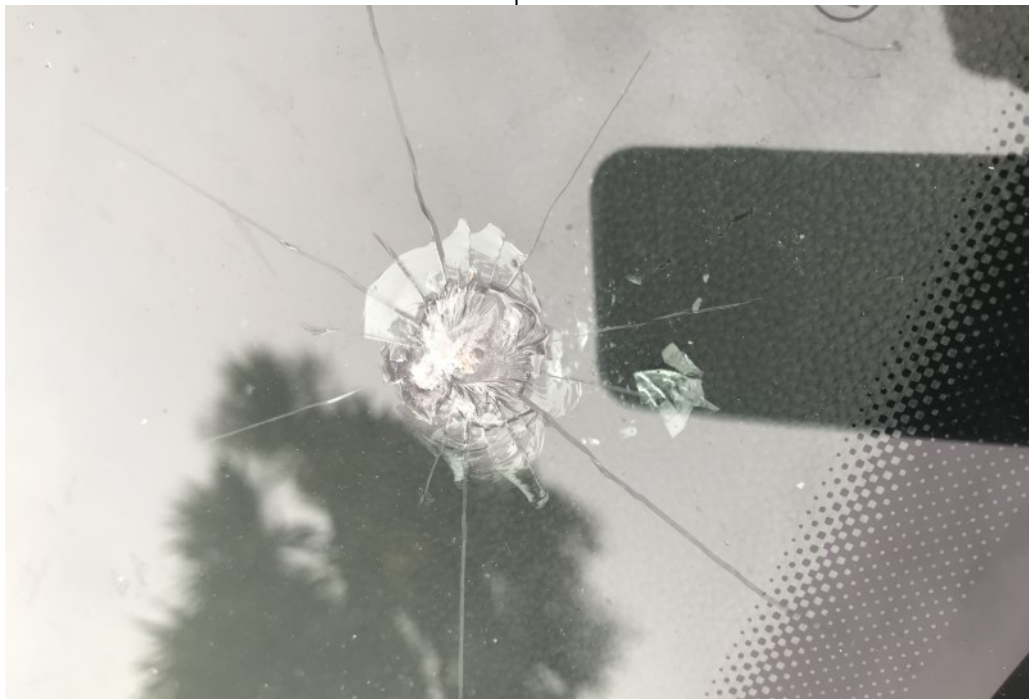
'WTF?' Bl***y hell, incoming fire 'TAKE COVER...'

Hmm, I think I'd better explain the recent assassination attempt on your favourite automotive scribbler (oh you rotten lot. Okay, in the top ten then? Maybe?).

So, there I was, trundling along the glorious M5 North minding my own

business at stupid-o'clock-early on a pitch-black morning on my way to my office and I had just moved into the middle lane to overtake a rather large articulated truck.

So far, so very normal commute, and normally a pretty relaxed journey listening to some favourite tunes as the miles disappear beneath the wheels. In fact, it might be considered to be a decent cure for insomnia if it wasn't for the guaranteed, you know, usually ever-so-slightly fatal outcome of taking a nap behind the wheel at motorway speeds...



Assassination attempt unsuccessful this time

Anyhow, I was in the middle lane about ten metres back from the truck when, well, what I can only describe as a noise like being hit by a decent sized lump of military ordnance filled the car and was loud enough to actually make my ears ring. Didn't do my underwear any favours either, I can tell you. On the plus side, at least it gave me the title for my autobiography if I ever get around to writing it: 'The Smell of Fear' by Chris Dymock.

A few seconds later and having recovered a little composure (it really was that shocking, I'm not kidding), it was obvious that something hard and heavy had smacked into the windscreen with some considerable velocity, although I couldn't initially see where the hit had taken place and thought for a moment that I had perhaps got away without any damage.

Fat chance, a mile or so past the truck and an odd sliver of reflected light finally showed something glinting at the base of the passenger-side corner of the windscreen, bugger.

Eventually parking at my office and taking a proper look and it was obviously quite a considerable amount of damage that would require a replacement screen and

looking not unlike a bullet strike, hence my opening to this article.

But it wasn't until later in the morning that I got the opportunity to view the damage in daylight and the next shock was the discovery that whatever had clobbered the windscreen had hit hard enough to not just shatter the outer glass laminate but had also done the same to the inner laminate and there was a pile of glass fragments on the dashboard. Blimey, it did make me wonder what the outcome may have been if whatever it was had struck mid-screen in front of me rather than at the presumably stronger, bottom corner...

I guess some of you may know the routine from here - a quick fuss-free call to the insurance company (thank goodness for ticking the windscreen cover option box) and the screen was replaced a few days later at my office, and in just thirty minutes with an additional forty minutes for the adhesives to cure, sorted.

Chatting with the chaps who replaced the screen, and they thought it may well have been an errant wheel nut that was flicked up by the wheels of the truck as I approached and would have accounted for the force of the impact which was out

of all proportion to the speed we were travelling at.

Although that theory did make me wonder just why a wheel nut would be lying around on a motorway carriageway, the windscreen guys did continue to explain that they recently came across a wheel nut that was still lodged in the windscreen of another car they attended, so I guess there may be something to it after all. And perhaps it might be worth checking the wheel nuts on our own cars, just to be sure.

In other news, just a week or so after my attempted assassination, my slightly wounded but otherwise super, duper Vauxhall Vectra (work with me here, it's been brilliantly reliable if nothing else) recently celebrated a major milestone as the car I purchased just three years and three months ago with a miserly 28,500 miles on the clock tripped past the magical 100,000 miles, blimey.

Yep, the total equivalent mileage of driving four times around the Earth and, if you think about it, the equivalent of myself circumnavigating the globe every year for my three years of ownership!

I imagine that circumnavigating the globe would be infinitely more interesting than merely driving to and from my office every day, but at least my Vectra is proving to be a paragon of reliability (I hope to God this doesn't temp fate into

providing a lesson in humbleness...), is reasonably quiet and comfortable and returns a consistent 50mpg for some very parsimonious, if very unexciting, motoring.

My mileage pales somewhat though when I consider that during my childhood my father worked in engineering sales, and his employer provided a new Ford every 50,000 miles or two years, whichever came first. And for several years dad had a new car every year having nailed the mileage allowance in just twelve months. Dear Lord, a thousand miles a week, now that was some motoring!

Especially as the cars were usually Ford Cortinas and then, later, Ford Granadas, and the motorway network we all love so much today was still under construction – need to visit Cornwall for business in the early seventies? Hope you enjoy the A38...

Funny though, that I don't consider that my Vauxhall Ancienne's 100k miles to be exceptional and I regularly see Vectra's advertised with around twice that mileage, so piling on another year or two isn't the daunting prospect it once might have been.

The miracle of the modern car, then, as the Fords of my dad's era would probably have been considered scrapyard fodder at one hundred thousand miles.

Sometimes progress can be a very good thing.

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

Ruh's now been with us since August 2022 when we collected him from the rescue centre and it's been a bit of a journey since, to say the least.

He was a terribly frightened and anxious little fella when we first brought him home and it was immediately apparent that whatever his start in life was, it really wasn't anything good, and he'd likely never been in a house before – thank goodness for an old house with easily mopped tiled floors because it took Lynnette nearly three months to sort out his toilet training.

But now? Well, it's obvious Ruh now revels in his life with us. He's so affectionate, loves his walks and is inquisitive when meeting new people when we're out (where he previously used to try to hide behind us and shake like a leaf, bless him), is settled in the house and is happiest when crashed out between us on the sofa in the drawing room of an evening. He's home.

Which now means the final Harry Potteresque novel I find myself happily dwelling in is: 'Ruh's family Christmas'.

Which reminds me, happy Christmas everybody! I hope you have a wonderful festive break and here's looking forward to the new year.

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 placeholder "Username" and a "Password" field with a placeholder "Password". Both fields have red outlines indicating they are required. Below the username field, there is a link "Forgotten your username/password?". Below the password field, there is a link "Have a password reset token?". A "Sign In" button is located below the password field. To the right of the sign-in fields, there is a "Not a member yet?" section with a green "Register here" button. Below the sign-in section, there is a "Note by signing in, you agree to our Terms & Conditions." link. At the bottom of the page, there is a copyright notice: "Copyright © 2019 Simmetrix 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".

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

Mobile Classic Car Mechanic Service, Maintenance, Repairs and Tuning of Classic and Kit Cars

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.

Experienced Mechanic working on cars from 1960s to 1990s.

Fully insured.

Mechanical repairs and servicing, Carb rebuilds and tuning, Fault finding, electrical repairs, welding.

07957545432

Adrian@ClassicCarMaintenance.co.uk

Date	Event	MX5s	Bristol Speed
Friday 26 January	Winter NavScatter (BMC)		
Sunday 19 March	Clay Pigeon Sprint (BDCC)	Yes	
Sunday 14 April	Kemble AutoSOLO (Bath MC)	TBC	
Saturday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 28 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 7 May	General Meeting & Buffet (BMC)		
Sunday 19 May	Bristol Spring AutoSOLO (BMC)	Yes	
Sunday 8 June	Llandow Sprint (BMC/ BPMC)		Yes
Sunday 9 June	Prescott (Bugatti Owners Club)	Yes	
Sunday 7 July	Gurston Hillclimb	Yes	
Saturday 13 July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 14 July	Classic&Performance Parade(BMC)		
Sunday 4 August	Kemble AutoSOLO (Bath MC)	TBC	
Saturday 17 August	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Saturday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 8 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 15 September	Bristol Autumn AutoSOLO (BMC)	Yes	
Saturday 12 October	Great Western Sprint (BMC)	Yes	Yes
Friday 25 October	Autumn NavScatter (BMC)		
Sunday 10 November	Fedden Sporting Car Trial (BMC)		
Sunday 26 November	Allen Classic Trial (BMC)		
Tuesday 3 December	General Meeting & Buffet (BMC)		