

Driving Mirror



Dances like a butterfly &
'Sings' like a bee (Mini R1)

May - June 2019

Officers and Committee Members

PRESIDENT	Allen Harris 07970 198 718
CHAIRMAN Newsletter & Magazine Editor	Matt Nichols 07989 601 774
VICE CHAIRMAN & ACTC Representative	Pete Hart 0117 937 2611
TREASURER	Mark Tooth 01454 329 231
SECRETARY Quartermaster, Chief Marshal & CMSG Representative	Mark Benstock..... 01454 311712
LEGAL & COMPLIANCE	Paul Hemmings 0117 956 6045 Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP
COMPETITION SECRETARY & ASWMC Representative	Paul Parker 01275 843 478
MEMBERSHIP SECRETARY	Zoë Tooth..... 01454 329 231 49 Bowling Road, Chipping Sodbury BRISTOL BS37 6EP
RP COORDINATOR	Carlie Hart 0117 937 2611
AWARDS SECRETARY	Dave Greenslade 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
WEBMASTER	Andy Laurence
PRESS & PUBLICITY SOCIAL SECRETARY COMMITTEE	Vacant Post Vacant Post Chris Buckley Ady Taylor Paul Sunshine Mike Cole Simon Clemow Andrew O'Malley Claire Tooth

(Cover shot: Ben Andrews)



**Recognised
Club**

www.bristolmc.org.uk

In This Issue

Page 4. Chairman's Chat

If 90% of motorsport is disappointment, lets celebrate the 10.

Page 6. Llandow Track Day

Whether getting to grips or getting your eye in for the sprint. This is a must-do event.

Page 10. Westonzoyland MazdaSOLO

Another great day out, slickly organised and with a decent (nearly all MX5) entry.

Page 16. Llandow Sprint

Andy Laurence fails to win practice as Pekka takes the crown.

Page 22. Pembrey Summer Sprint

Claire Tooth drives to the end of the M4 and then keeps driving.

Page 24. Drive-By

Chris seeks inspiration for his next company car, plus crossword answers.

Page 27. Digest

NEW - This is what's on the committee's mind, what's on yours?

Page 33. Invitation to the Chipping Sodbury Classic Run

If not driving, turn up before 9.00am and you're in for a treat.

Page 36. BMC 2019 Event Calendar

All our events for this year on one page.

**The next Driving Mirror deadline is
Friday 9th August 2019.**

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

Matt.Nichols1@btinternet.com

Chairman's Chat



I've heard it said that ninety percent of motorsport is disappointment. Harsh but for many true, although didn't make me feel any less gutted. In a return to a drivers seat from 2017 when the crankshaft in the TVR decided to let go. 2019 was going to be my year and all the signs were good. A fresh engine with a re-machined 3.1 block, race pistons and bigger heads, yes the old Ford Essex V6 felt much stronger than before. But then it slowed suddenly during the final stages of running in, vibrated and started mis-firing. Oh no.

A cold bore seizure the final explanation that included the rings breaking up in one cylinder. A new and much larger rad had been over-effective in cooling the block (no-stat) and lightweight pistons too tight as they expanded. The pain and of course unwelcome additional expense have tested my commitment, but rest assured I will be out this year. It's just the first round is most likely to be four races in at Brands Hatch towards the end of June, the place where the crank broke two years ago. Oh the irony is not lost I can tell you.

Still for those out there banging door handles in 2019, its good to know some are having success. Richie Marsh is running well in the National Production Golf GTi's, and Matt Parr now in the top 10 in Castle Combe's Saloons. Matt's Pug 106 lapped in 1min15.073secs on 6 May which s on a par (!) with Matthew Bennett's 996 Turbo at GWS (1min15.33secs). Similar power to weight. Meanwhile for me and 17 others a welcome tonic, our Llandow Track Day.

What a top day out it is. If you've not been you should go, there aren't many reasons not to. Every time I've attended (only missed one) I've found the driving standards exemplary, ranging from some clearly unofficially testing, to others just trying to get round. Regardless and I firmly believe uniquely for any TD, both camps respect each other immensely. You don't need a race licence either, or even a race car, and so please look out for next year's event mid-late April, you won't be disappointed.

The eagle eyed amongst you will have noticed that Webmaster responsibilities have transitioned from our President Allen Harris to regular DM contributor and Committee member Andy Laurence. This marks the end of an era as Allen has kept us at the forefront of Motor Club website capabilities for some time now. Our site to me has always looked fresh and modern by comparison and that is all down to the time and energy Allen put into it. As Andy L said to me, Allen has handed over the website in great shape. Thanks Allen.

In the magazine this month Llandow x2, crossword answers and a whole lot more.

Matt



Stu Lugger's Mini R1 boasts 160bhp at 10,000rpm and literally weighs nothing.



Needs must, although any car will do at our Track Day (Picture: Ben Andrews)

Llandow Track Day

On Friday 26th April eighteen drivers braved the elements to share the Vale of Glamorgan's finest black top and perhaps more unusually for us, all together. Yes our annual track day outing may have moved from September to April but rest assured the weather was everything we've come to expect from Llandow.

The usual full wash cycle this time translated to very wet to begin with before drying out completely after the usual excellent café lunch. Driving standards were also extremely high with no incidents or accidents all day. This in part due to the grippy surface, knowledge that Pekka T, Michael B and Alex M used to great effect. There is a lot more grip than you think at Llandow, regardless of what's coming out of the sky, and understanding that just before a competitive event, very useful indeed.

The drivers briefing from John was as entertaining as ever and everyone made use of the open pitlane approach after it was confirmed we could all get round safely. Thanks to everyone who came along, the feedback I received was very positive and rightfully so, it was once again a terrific day out. Next year? go on, you know you want to.

Matt



This is what its all about, chasing each other around (All Pictures: Ben Andrews)



Tony Streeting in front this time (Top). Larry Hughes likewise below.





Our Llandow Track Day really is a fun and fo



or us unique day out (Picture: Ben Andrews)

Westonzoyland MazdaSOLO

Thirty four competitors made it out on Sunday 19th May for our early summer AutoSOLO. Nick Rainbow had once again pulled everything together beforehand, whilst Paul Sunshine secured the venue and Dave Greenslade along with Nick re-worked the courses to create more of a challenge.

Interestingly, the tarmac also seemed to stand up much better than before, I think in part due to careful cone positioning, but also as a result of how we keep the grass and weeds down with our obsessive mowing. It all now stays bound together and come the end didn't take long for David Ashurst and I to sweep the loose back where it had come from.

Out on the revised courses battle commenced and although Dave Greenslade in the end secured FTD, it couldn't have been any tighter with both Andy Laurence and Steve Conner leading throughout the day. Immediately behind the tussle for top spot, and keeping everyone honest, was Marek Wojciechowski (Audi TTS) and our very own Richard Glindon, both in the hunt going into the final course, albeit relying on mistakes to be made.

In the MX5's Nick Lear, Mike Lear, Andrew Thompson, James Hurford and Josh Long also ran well. And it was good to see some great family contributions with the Clemow's arguably leading the way providing (over three generations) two drivers and two timekeepers, plus one spare just in case needed.

In the year of the woman, and not insisting on their own W-Series either, I have to congratulate Julie Clemow, Claire Sunshine, Liz Fowler and Emily Long for making it out on course, come on all you ladies out there, bring it to the boys.

Thank you to everyone who helped out, we had strong support and the event ran really slickly. Observing from the side line was incredible, with cars leaving the start box with almost Swiss watch like precision. As soon as one car cleared the front section, the next car was off.

With no incidents and even time for a beer in The Bower at the end, this was another awesome BMC day out, thank you.

Matt



Dave G takes FTD (Picture: Julia Nichols) as Julie C photo-bombs Helen Tutt





Richard Glindon (Top) and Andrew Thompson (Bottom) both ran well.





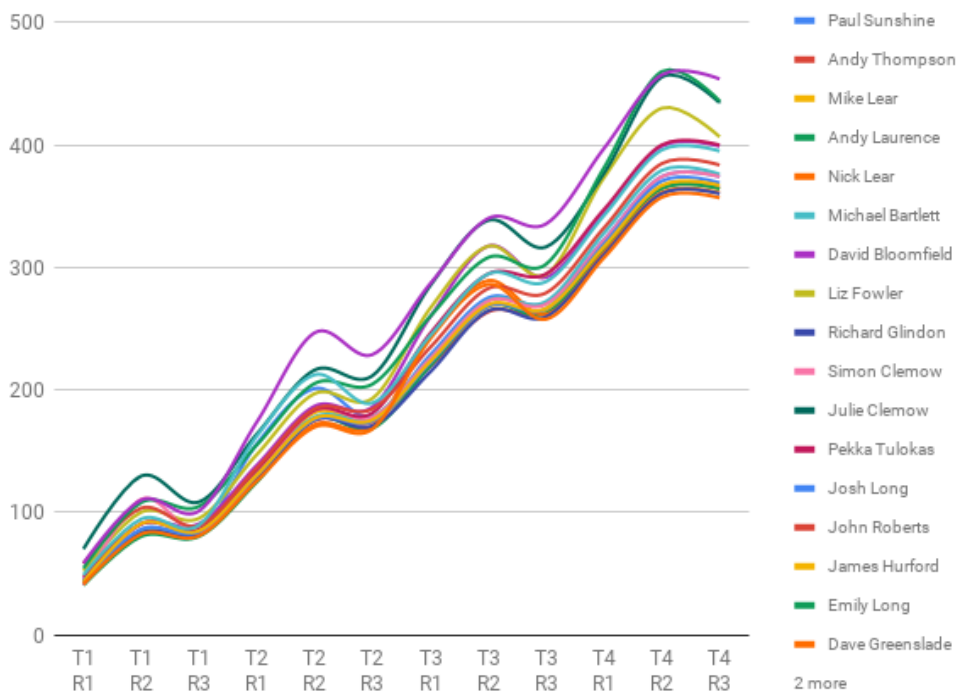
Dave ‘The Master’ Greenslade (Top) and David ‘Leaning Hard’ Bloomfield (Below)



Westonzoyland MazdaSOLO (Part 2)

We arrived at Westonzoyland Airfield after three different winners at the first three rounds of the Vincenzo & Sons Bristol MX5 Challenge. Dave Greenslade was leading the championship after a consistent start of one win and two second places. The battle for second was some way behind but rather close. It was all to play for, so could we get our fourth winner of the season?

Cumulative Time



On the first test, it looked like we could as I took the initial lead from Dave by 0.5 seconds. Nick Lear, Rich Glindon and Paul Sunshine were a tenth apart in the battle for third, whilst Andy Thompson, Simon Clemow and Josh Long were 3 tenths apart in the battle for 6th. The battle for 9th was between James Hurford, Mike Lear and Michael Bartlett, all separated by a solitary tenth. Pekka Tulokas wasn't far behind in 12th, whilst 13th was being fought for by John Roberts, Martyn Boulton and David Bloomfield, who was improving rapidly after his first event at Kemble.

Liz Fowler was showing good improvement on her second event, as was Emily Long. Julie Clemow was competing in her first event for at least a decade (she couldn't work out exactly how long) and Claire Sunshine was in her first Autosolo, showing a lot of aptitude. Did I mention it was rather a bumper entry with 19 competing? There were also sibling pairings of Mike and Nick Lear as well as Josh and Emily Long. There were also people deciding that the best driving partner is their life partner; Julie and Simon Clemow, Paul and Claire Sunshine, David Bloomfield and Liz Fowler. Meanwhile, Dave was stuck with me. Soz.

On the second test, Dave picked up the pace and took the lead with everyone else in second. After lunch, the test changed significantly to a test designed by Dave. He wrong-tested. I just want to put that out there because it's the only solace I can take from the fact that I was rubbish at it and dropped to somethingth place. Rich quietly slipped into second place, which is surprising as Rich doesn't do much quietly! Loads of people were third.

I'd say it was all to play for on the final test, but Dave had a 1.9 second margin and would have to make a pretty big mistake to lose it. Dave doesn't make mistakes. I do though, so I dropped further down the leaderboard to 5th, pipped by Mike with just a 0.2 second margin. Nick was third behind Dave and Rich. Andy Thompson nearly scalped me on the last run finishing just 0.6 behind. Simon beat Paul by a solitary tenth after 374 seconds of competition!

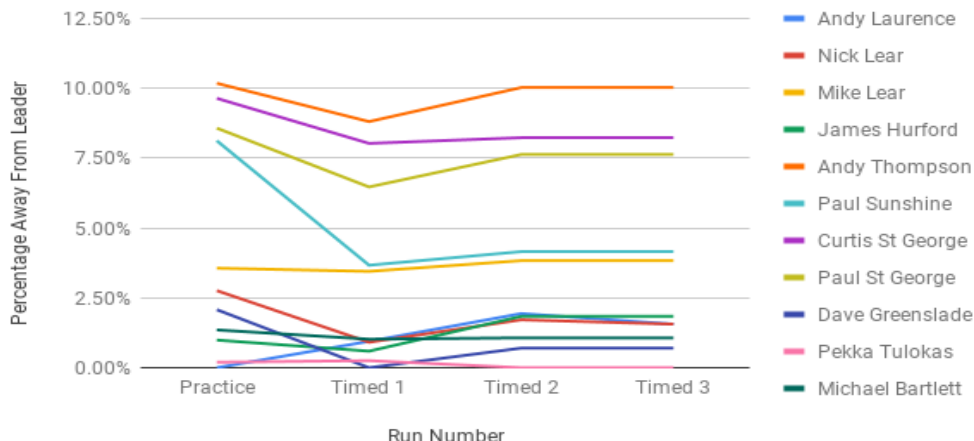
Next up is the double-header at Manor Farm and the first hillclimb of the season. It will have happened by the time you read this and with 5 dropped scores, we'll really see who's putting in a good season.

Andy

Llandow Sprint

The Llandow Sprint was round 3 of the Vincenzo & Sons Bristol MX5 Challenge. Dave Greenslade was leading the championship after his 2nd place at the Great Western Sprint and win at Kemble. A few of the drivers had been at the Llandow track day a couple of weeks before and a few people had mentioned that Pekka Tulokas and Michael Bartlett had looked fast in their Mk3.

2019 Llandow Sprint Event Progression



After breakfast and the drivers briefing, we had our single practice run. As is customary, I won practice, sitting within a second of the class record. A good start! The record was set last year by Nick Lear and the conditions to beat it were perfect. In a change to the format this year, we were being treated to a single practice run and three timed runs. That meant we had a timed run before lunch and I might actually do well as it'll feel like practice. And I always win practice.

I was the only person to go slower on the first timed run. Sub-optimal. After the first timed run, 1.02% covered the top 6 with all of us putting in a 91 second run. Looking close! Ominously, Dave took the lead from Pekka, James Hurford, Nick, me and Michael. The event was ahead of time, so we were looking good for an early finish.

After lunch, the second timed runs started and so did the mayhem. First of all, Stephen Miles spun braking from 131mph for the bus stop chicane and put it into the tyres backwards. He'd taken a corner off with all the aerodynamic appendages and part of the gearbox casing. He hopped out straight away but was looked over by the medical crew before they let him go. He's a little sore. A bunch of competitors got together to help him put the car into the



Petta T benefitted most from our TD to take the class win (Picture: Tony Smith)

trailer, which was not easy given the jacking points no longer existed and nor did all the wheels.

Whilst his car was being removed from the recovery truck, we had our second big incident of the day when a Caterham overturned at the chicane. Again, the driver was OK but with only one recovery vehicle, we lost 10 minutes whilst it unloaded the other car. The event was now running very late as the best part of an hour had evaporated.

As a result of the big crashes, it was about 3 hours since the first timed run when we headed out onto the track for our second and what looked like being final run from the time on our watches. Pekka smashed it, knocking 1.5 seconds off his previous best. He was trailed by Dave, Michael, Nick, James and me. Behind us, Mike Lear and Paul Sunshine were having a great battle just tenths apart. Paul St George was ahead of his son, Curtis, which pleased him immensely. Curtis? Not so much. Andy Thompson was bizarrely last and slower than last year. Nobody knows why, least of all him.

Paul Parker was Clerk of the Course and called a final run, which whistled through in minutes. The crew in the tower and on the start line were absolutely on the money with the spacing of the cars. As our final run approached, so did the rain. As I left the line, there was rain on my windscreen and I gave it all I had. (Continues on page 20)



Life at the sharp
Simon Clemow - Force PT. Llan
(Picture: To



end of sprinting.

ow E2 Class Winner. 71.01secs

ony Smith)



Paul Sunshine battled hard all day (Pictures: Tony Smith).

The result was an improvement. The only other improvement was Nick and we both finished on exactly the same time in 4th place. Thanks to his better time earlier, I was relegated to 5th. The rain stopped minutes later. That's Llandow!

There were many smiling faces at the end and the third winner of the season. What's great is that nobody is spending much money and the competition is so tight. Amazingly, the entry of 13 drivers was sub-par for this event. As I write this we've got 17 for the Dick Mayo Sprint.

Andy



Michael Bartlett was another to maximise what he'd learnt 2 weeks before.



Claire Tooth on the line (Top). Andy double checks MX5 rules (Bottom)
(Pictures: Mark Tooth)



Pembrey Summer Sprint

Now that I am free from the shackles of University and studying I decided to enter a few different events in 2019 and even signed up to the BARC Speed Championship. I have always fancied having a go at Pembrey as I was frequently told that the circuit is good fun! As such I decided to enter the Summer Sprint Weekend at the start of June.

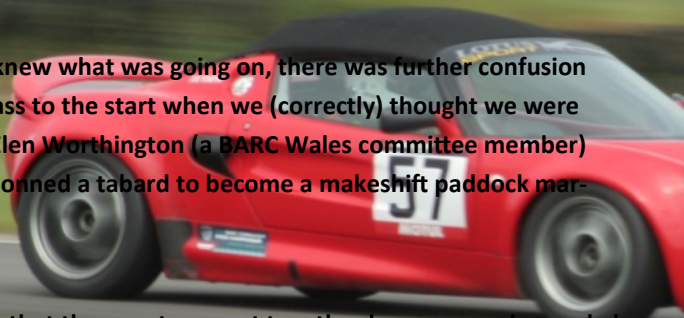
We arrived at the circuit on Friday evening having done battle with the M4 traffic and had time to cycle around the track. This was lucky as the Saturday morning was a bit chaotic. Scrutineering was in the 'bay' which always seems to take longer than the more usual approach. There was also some confusion about what was going on, but a last minute decision to hold a driver's briefing sorted that, albeit 15 minutes after the event was supposed to start with first classes sat in their cars ready to go out on track!

With everyone thinking they now knew what was going on, there was further confusion when the paddock PA called my class to the start when we (correctly) thought we were running towards the end. Luckily Elen Worthington (a BARC Wales committee member) was on hand to sort it all out and donned a tabard to become a makeshift paddock marshal..!

At this point it is worth mentioning that the event was put together by a new and very skeleton team so we have them to thank that the event happened at all and I am sure they will learn and take on board the advice they received to improve next year.

Saturday was to use the 'original' circuit layout with its fast and challenging (tightening) left hand bend, which was my favourite, although almost everyone seemed to prefer Sunday which replaces the second half of this bend with a straight followed by a tight left/right switch-back. Both are a lap and three quarters in a similar format to our Great Western Sprint at Castle Combe.

The class structure was such that I had a double driven (father and son) Exige 260, a couple of Opel Speedsters (VX220's) and another Elise to contend with, so I was a bit out-powered! Tom in the Exige seemed to be in a class of his own, but I was pleased to finish



the day just pipping his Dad by a few tenths to take second in class. There was a third non-counting timed run, but as I was running virtually last (it was odd not being first!), by now it was after 6 o'clock, I was hot and tired and elected not to take it.

We then had a bit of a rush to get back to the Travelodge, a quick shower and change and off to the curry organised by Elen and Simon Worthington. This was attended by a few of the Bristol contingent and was a good way to finish the day. Dad and I thought it was one on the best curry's we had had in a while; it's a shame it would be a bit of a trek from Bristol to get a takeaway.....!!

In contrast to the sun of Saturday, the forecast for Sunday was not good with rain in the morning although due to dry up in the afternoon. And so it proved. The track was initially pretty dry even though there had been some earlier rain, but just as I was heading out to practice it absolutely poured down. By the time I was on the start line (on R888's as was the rest of the class) the rain had eased a bit but the track was soaking. I decided to take things relatively steady (or so I thought), but was surprised to lead the class after practice, just nudging ahead of Tom in the Exige and five seconds clear of the rest!

We decided to switch to the Uniroyal Rainsports for the first timed run, but I threw away any advantage by indulging in a half spin at the first corner, so went from first to last! Over lunch the sun came out and the track started to dry, so it was back to the R888's again. The second timed run wasn't my best either, although I did redeem myself on the third, even if as per the day before this counted for nothing but personal satisfaction. So no trophies on Sunday!

The only 'problem' with Pembrey is that the paddock is on the inside of the circuit and you have to cross the track to gain access. For a sprint (unlike a race meeting where the gates are apparently opened between races) this makes it difficult for visitors to access (or if competitors need to leave for any reason) giving rise to a slightly odd atmosphere as there are very few people around. However, that's a minor point; overall, I enjoyed the weekend and Pembrey a lot and would definitely go back again. It seems to be a favourite of BMC members, with quite a few taking part and putting in some good performances.

Thanks go to BARC Wales for making the event happen against the odds.

Claire

Drive-By

“Nope. Uhm, no. Definitely not that one. Hmm, apparently designed by someone with an origami fetish, so far too ‘fugly’ to even contemplate. Hold your horses, that’s the one – Christ, how much? er, that’ll be a no then...”

Oops, sorry about that, but I’ve recently had to book ‘The Scarlett Rattler’ in for its very first MOT and I’ve realised that I’m now three years into a four year lease and in less than twelve months’ time my employer’s going to be giving me the joyous task of choosing my next company car, which of course, means endless hours ahead studiously perusing reviews of all the potential candidates for Mr Dymock’s next chariot of choice; happy days!

However, although the choice is as broad as I want to make it, needless to say there’s a set of parameters set by my bosses about what they consider to be a suitable steed, and it’s unfortunately unlikely to include anything with a GTI moniker or similar...

If you want to get a feel for what my quest entails, set the following details and see what you think is likely to be an interesting choice given the constraints that are non-negotiable. Actually, I really wouldn’t mind knowing what your thoughts are on this subject, so why not write them into a quick article for Driving Mirror and maybe starting a bit of a discussion on the subject?

Okay, the set-in-stone details are: a maximum cost not exceeding £30k, must be a four or five door model, no more than four cylinders and must be diesel (although a hybrid would be considered, it’s just that given the available budget it’s unlikely that anything in the price range would be particularly interesting).

There you go, have fun driving yourself insane comparing the multitude of models that fall within the range of limitations and wishing there was just another £5k or so available on the budget...

I have to say that I’ve yet to do very much homework on the subject (oh you lucky people, you’ve got so much more of this to look forward to in future Drive By articles over the coming year...) and there are some additional personal parameters that I might wish to take into consideration as the next twelve months unfold.

Having just about completed the renovation works to my house (in a time that only marginally exceeds that taken for the construction of the Great Wall of China or certain

medieval cathedrals – it's all in the planning, you know...) I'm actually likely to be moving house in the next few months.

As the intention is to move out of the city, the odds are stacked that I will have further to travel for my daily commute and which will involve extra cost on my part as I have a company fuel card and pay for my private mileage which, other than the occasional design team meeting or survey visit that I'm required to attend, is pretty much all of the mileage I drive, and a car of 1600cc would be 2p per mile less cost than the 2000cc + that I currently drive. This doesn't sound much but adds up to a reasonable amount over an annual 12k to 15k miles or so.

Unsurprisingly, the biggest cost in having a company provided car is her majesty's government's Office-of-Legalised-Theft (Inland Revenue) insistence that one pays for the privilege and which is known as 'Benefit in Kind', aka BIK (personally, I don't consider this to be at all kind...)

The rates are based on the vehicle's emissions which set a percentage rate of the car's new purchase price (that's the manufacturer's stated retail price, not what the car may actually be purchased or leased for – the bas***ds have all the bases covered) against which you pay Benefit in Kind at your personal income tax rate.

Although a smaller engine capacity might reduce the emissions used in the tax calculation by a couple of percent or so, if you really want to reduce your monthly contribution to the House of Commons Late Night Brexit Debates Alcohol Fund then the prime driver for paying less tax is reducing the new purchase cost of any car being considered.

As a rough example, I pay around £200 per month Benefit in Kind for a top of the range Mazda Six saloon (I still rate this as a good choice by the way, especially as I've recently driven an equivalent spec two litre diesel Ford Mondeo which was a right stodgy pudding in comparison), but a quick punch of the buttons on one of the tax calculators available on the web had a Benefit in Kind figure of only around £75 a month for a top of the range... wait for it... Dacia Duster. With the, ahem, stonking 1500cc diesel, of course.

Okay, so probably not going to be my final choice for my next company car, but it's a whopping tax saving and not removing a very real £1,500 from my bank account every year is undeniably food for thought.

I think maybe this is the time for a bit of a confession, and not an easy one given the almost exclusively petrolhead readership of this magazine.

The reason that I've used the Duster in my example is that another of my considerations is my (extremely) grudging acknowledgement that I'm not getting any younger (I'll be celebrating my sixtieth birthday during the three year lease of my next company car) and that my constantly painful lower back makes a crossover/SUV type of car, with an enhanced ride height making ingress and egress a whole lot easier than it currently is, a potentially wise choice, oh joy.

Dear God, I've just had an epiphany - if I ultimately let my pragmatic head rule my heart, I might be running around in a diesel-engined hatchback-on-stilts cure for chronic insomnia in the not so distant future.

Wonderful members of Bristol Motor Club, this has now become a very serious plea for help.

Please, please, have a crack at looking at the motors that I could potentially choose given the imposed limitations that I've previously highlighted, and jot a few lines with your selections and the reasons why you think they're worthy of consideration to Matt Nichols for inclusion in the next edition of Driving Mirror – all help very gratefully received.

Chris Dymock



Can you help Chris find his next TD company car.

Digest

This is new, I hear you say. I know, the committee have been talking, as only committees do, and decided to share some of what's on our minds and that gets discussed when we meet the Monday after every Tuesday Club Night at Colston's. You see the thing is we have thoughts and ideas but can't always get to a clear decision that we are confident represents your view as well. Here's what's hot at the moment:

Classic and Performance Parade: An event previously known as Family Sports Car Day, Sunday Funday etc. etc. whatever its been called, its always on the Sunday after our Saturday Dick Mayo Sprint, meaning we hire the circuit for the weekend and not just one day. Truth is we don't quite know what to do with this non-competitive day in our calendar. There isn't anyone at present to really take hold of it, it's at the fringes of what Motorsport UK will provide a permit for, and as last year proved has the capability of costing the club a chunk of money if no one shows after an appalling weather forecast. On the counter side, it has huge potential and is certainly on for this year, question is, should it be next year and beyond?

Additional Llandow Sprint: Our two Castle Combe sprints fill at an alarming rate, the Dick Mayo for this year within just a few weeks of the entries going out. But recently Llandow has had the same positive response, so do we add another trip west to our calendar around the end of June and make it four sprints in one year, as opposed to three? Again we need a team to organise it, but we seem better able to field a team to run a competitive event than we do events like the one above.

Regular Club Nights: Personally I try to make a point of going every month, but I can't help thinking numbers this year are down. So good people of BMC, what's up? Do club nights need to be more exciting, in a different location, based outside with our cars and not inside without them. Or is it that with busy lives there isn't time, or that you normally remember a day too late and would appreciate a reminder? Speak to me and let me know, maybe we can change something for the better.

Charitable Donations: We do some of this at the moment, a bit to Chipping Sodbury Rotary and some more to the Stroke Association. In fact I have a certificate on the wall next to me from the latter organisation recognising our fund raising activities and nominating us for an award. We didn't win, but nice to be recognised. But do we do enough and should we do more, and if so how much more?

If you have a view on any of the topics above, or any topic for that matter that you'd like me to table or share at committee then contact me on <http://bristolmc.org.uk/matt-nichols/>

Matt

Clues Down

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

Clues Across

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

Crossword Answers

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	S	T			S	I	L	V	E	R	G	H	O	S	
2	Y		S		S			L			I		T		
3	P	E	U	G	E	O	T		V			L		A	A
4	E		N					D	A	I	M	L	E	R	
5	R	U	B	B	E	R		A						T	
6	B		E			A		C	L	U	B				
7			A			R		I				R	O	L	L
8			I	M	P	R	E	Z	A			I			V
9					O			S			S	T	R	A	P
10			F	I	V	E					T				E
11	G	T	I		E			M	O	T	O	R			R
12			T	A	T	R	A				L				L
13	I		T					S		T		T	Y	P	E
14	N	I	S	S	A	N		E		A					G
15	G			V				R	A	N	G	E			F
16	E	U	R	O	P	A		A		K					E
17	N				A			T	E	S	L	A			R
18	I	N	F	I	N	I	T	I				G	H	I	A
19	U				D		A		G			T			
20	M	V	S	T	A	N	G			T	O	Y	O	T	A

Privacy Notice - New Members

Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found at <http://bristolmc.org.uk/committee-officers/>

Collecting your information

We collect your information when you fill in a membership application form, such as the one opposite. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address). When you give us information about another person, such as an associate you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

Using your information

We use your information when you first apply to become a member of Bristol Motor Club and then to administer and renew your club membership and provide you with member benefits.

Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

Your rights

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies. You may ask us to stop using your information, and to delete it, although by law we must maintain a permanent record of members. If you ask us to do this, we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner.

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - www.bristolmc.org.uk/reference. If you agree please tick box ☐

Full Member	First name		Surname	
	Email			
Associate member	First name		Surname	
	Email			
Address				
Postcode				
Main phone		Alternative		
Have you previously been a member of Bristol Motor Club?		YES / NO	Membership No(s)	
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post? <small>(Delete as appropriate)</small>				YES / NO
Full membership		<small>tick boxes that apply</small>		£ 20.00
Associate membership <small>(see www.bristolmc.org.uk/join-us for membership categories)</small>				£ 10.00
Additional windscreen sticker (first one is complimentary)				£ 1.50
DEDUCT REWARD POINTS £1 each		(NOT applicable to NEW club members)		
TOTAL cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD				£

DECLARATION

I / We, the above-named applicant(s), hereby:

- apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the Company which can be found on the Club website www.bristolmc.org.uk/reference;
- agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk. Please post the completed form with your payment to Zoë Tooth, 49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE	Date received	Membership No(s).
--------------	---------------	-------------------

MEMBERSHIP RENEWAL

CATEGORIES OF MEMBERSHIP

There are two membership categories: Full Member and Associate Member. Associate Members must share the same address as a Full Member, and they may only request one copy of the club magazine for that address. In all other respects the two categories enjoy identical membership status.

DURATION OF MEMBERSHIP

Membership runs from the date you join until 31st December the same year, but if you join after 30th September your membership will run to the end of the following year. Thereafter, subscription renewal is payable on 1st January each year; your membership will cease if your subscription is not paid by 31st March.

After you've been a member for at least a year, you may apply for Life Membership for a one-off fee of £300.

CLUB MAGAZINE

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

ONLINE RENEWAL

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

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

The 24th Chipping Sodbury **CLASSIC CAR RUN** Sunday 30th June 2019


Assembly in Chipping Sodbury High Street 7.30am



Open to pre-1994 cars,
motorcycles and light
commercial vehicles

Coffee stop at Royal
Wootton Bassett
Rugby Club



Finish from Noon at The Ridings
Playing Fields, Chipping Sodbury

CONTACTS :  facebook.com/rotarychippingsodbury

 01454 311712  rotary.classic.run@hotmail.co.uk

FOR SALE

I'm selling my towing dolly that will just degrade otherwise.

Good price. Never raced or rallied.

Proper one by Parrymore trailers. All weight plated, proper German brakes, winch, ramps, new spare, etc.

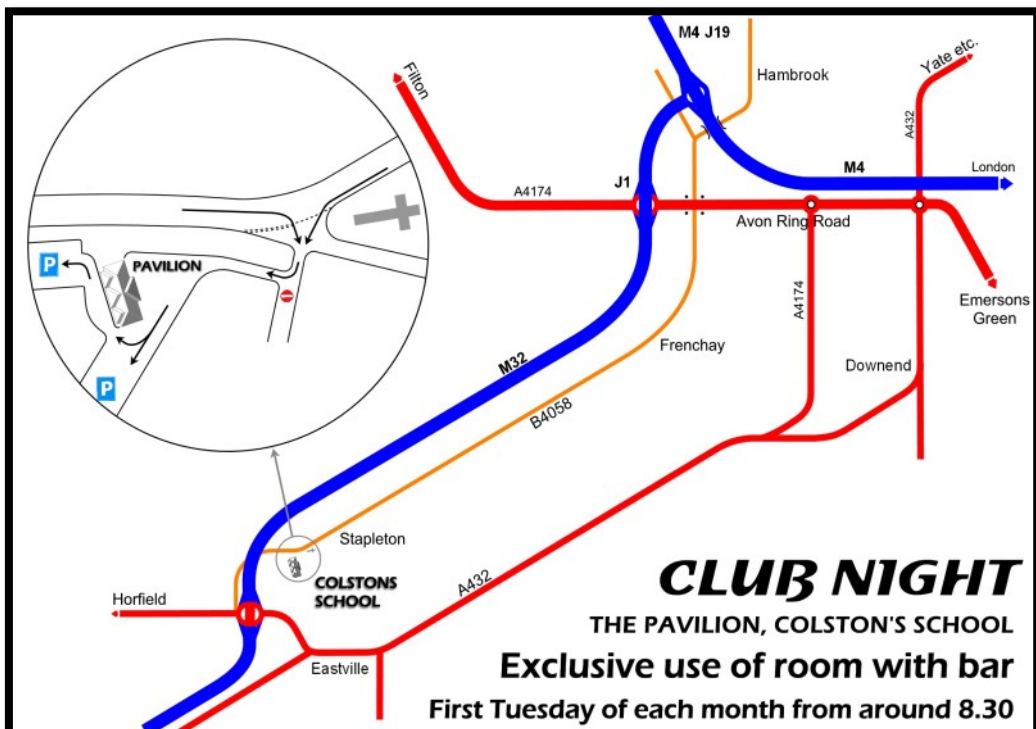
If interested please just call, text or email me.

Brendon Jones

admin@HPM.org.uk

07826 436160





Need somewhere to store your competition vehicle?

We offer a storage facility in South Gloucestershire next to the current club stores catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

BMC 2019 Events Calendar

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