

# Driving Mirror



What a weekend  
July - August 2019

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*(Cover shot: Matt Nichols)*



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**The next Driving Mirror deadline is  
Friday 4th October 2019.**

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

[Matt.Nichols1@btinternet.com](mailto:Matt.Nichols1@btinternet.com)

# Chairman's Chat



**W**e once again had what is undoubtedly our busiest weekend of the year at Combe on the 27th and 28th July with the Dick Mayo Sprint on the Saturday and Classic & Performance Parade Sunday. Work starting as normal Friday evening to mark out the paddock, connect the start line CCTV, put the finish boards out on the circuit as well as all the cones required in the Assembly Area. In addition Andy Laurence and Mike Lear for the first time set up a WiFi network to enable cameras located round the back of the circuit to live stream back to the control room.

A full entry of 160 (140 cars) on Saturday for the sprint meant we definitely had to bring our A -Game. We did. Paul Parker led the Clerking Team of himself, Dave Potts and I personally think extremely fitting and important for this event, Simon Mayo. In the Control Room we had Paul Hemmings and Barrie Green, plus out on post Mike Cole's excellent marshalling team. Ady Taylor and Alan Want got everyone signed on whilst Chris Dymock added a touch of class calling classes with his able assistant Jackie walking 7 miles no less to ensure everyone got to the Assembly Area on time. When they did Mervyn Walters and Mal Allen got everyone positioned on the start line. That's 640 starts before re-runs. Well done fellas. I also liked the fact we made use of a rule change for 2019 by offering 1 practice and 3 timed runs.

On the Sunday we had 170 entered, including 100+ pre-paying for parades. This is important as it pretty much meant the event would break even regardless of the weather. Basically getting entries out early in March (thanks Ady) and an increase in entry fee to a still excellent value for money £20.00 mitigated what had left us completely out of pocket 12 months before. The good news is we did much better than that. The sun shone and a further 34 either converted from simply displaying their cars to parading, or turned up and signed on the day. A relaxed approach meant we were also able to take our own cars out and I have to thank Simon Clemow and Mark Benstock for the loan of theirs (opposite).

Although the weekend didn't pass completely without incident, overall you would have to say it was a success from two completely different events we ran. The weather helped of course, but we had positive feedback on the sprint and many smiling faces on the parade. If you helped out in any capacity on either day then you should be really pleased, as once again we did ourselves proud. Thank you.

In the magazine this month more on our busy weekend, latest on the achingly tight MX5 Championship, W-Series Finale and Chris Dymock's Drive-By.

*Matt*





**A massive thanks to Simon Clemow for the loan of his Downton Austin Cooper S.**



**And to Mark for use of the Benstock family Impreza WRX (Pictures: Jim Gaisford).**

# Classic and Performance Parade

**T**ruth is, and as shared in this very magazine, this event was in the balance. But with a few subtle changes that help to de-risk it financially, and the benefit of a sunny day, the many smiling faces we saw means nothing is further from our minds.

Everyone played their part, with Mrs N and Carlie Hart signing everyone on, Mr Dymock MC'ing once again and a further fourteen BMC members helping to park cars and guide people safely to the Assembly Area. On the parades themselves Les and his team from the circuit drove the front pace car whilst we took it in turns to drive the rear. We also got plenty of opportunity to drive our own cars as well.

Mark and Zoë Tooth ensured all drivers were fully briefed on the safety aspects and acceptable driving standards, backed up by our two Observers Michael Bartlett and David Ashurst who saw nothing untoward.

Another fantastic day in close partnership with the circuit, well done if you were there.



**Jake Lancaster enjoying the parade in between helping out (Picture: Jim Gaisford)**



**Jake clearly wasn't the only one having fun (Pictures: Jim Gaisford)**







All Pictures:







Jim Gaisford



# Mazda MX5's

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**A**fter an early summer break, the Vincenzo & Sons Bristol MX5 Challenge came back with 3 events on the bounce. After the dominant win of Pekka Tulokas at both Manor Farm rounds, he was now a strong title contender.

Clay Pigeon Raceway was the first of the three events and it's a strange place. It's the only place that the track goes off during the day and where the wet line is the complete opposite of the dry line. After the driver's briefing where they announced it would be dry all day, so it was rather a surprise to head out in first practice with the wipers on.



**Well held Sir. Andy Laurence with some crowd pleasing 'oppo'.**

**(Picture: Harry Thompson)**

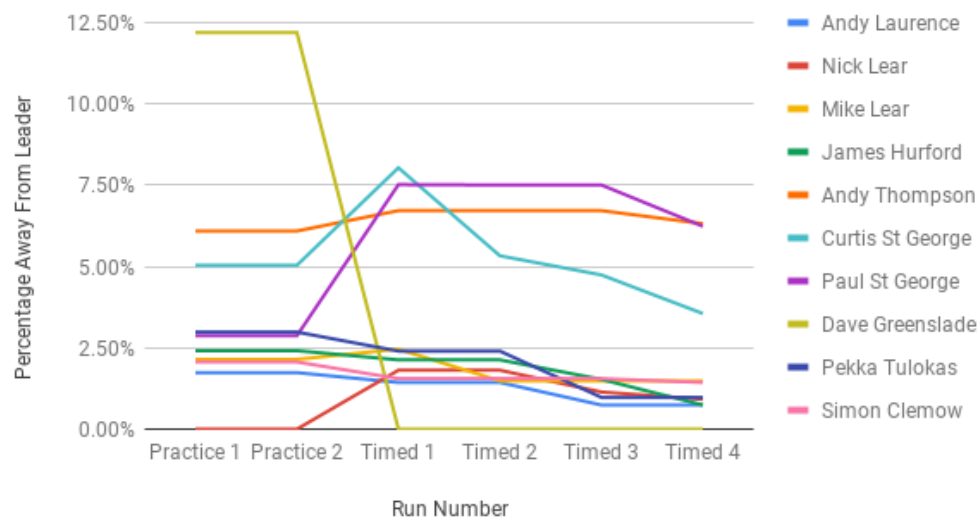
With only one practice run, I was torn between enjoying myself immensely and trying to learn the track for the timed runs. By the end of the second lap, I was firmly in the "having fun" camp and drifted out of the chicane with a full turn of opposite lock all the way to the finish straight, where I collected a round of applause from Dave Goddard.

During the first timed runs, I went for a neat banker and slipped into second place a whopping 1.2 seconds behind Dave in the same car. The same car! This is not what the championship is all about. We're not sure how much Weetabix he'd had, so best described it as "ample". Behind me, it was also rather strung out with Simon a tenth behind me, Nick 2 tenths behind him, James a further quarter of a second behind, Pekka a further two tenths back, half a tenth ahead of Mike. Andy, Paul and Curtis were the final battle.

After lunch, we had 3 attempts to get as close as possible to Dave. Curtis made a big improvement to jump Andy and Paul, as did Mike, who slotted into 3rd by just 0.04 seconds. Everyone else went slower apart from Paul, who managed to knock 0.01 off his best. Frustratingly, I'd set a storming first lap fastest of everyone by quarter of a second and managed to outbrake myself into the chicane on lap two, throwing it all away.

On the third timed run, it was improvements across the board. I improved to an 85.62, but Dave was still faster and had been faster than that on every run so far. Not that he was dominant or anything! Pekka leaped into 3rd and Nick found a second to jump into 4th. Mike was 4th and 0.04 ahead of James, who had a tenth on Simon. Curtis improved further to gap Andy and Paul.

## 2019 Clay Pigeon Event Progression



The track at Clay always goes off, so improvements on the last run are few and far between. Paul and Curtis did though; enough to both finish ahead of Andy. Simon also improved by nearly two tenths to place 0.04 ahead of Mike. He'd have beaten James too, if James had not equaled my time. Yes, that's right, the last two steps of the podium were tied on time. We were eventually split by 0.08 on our second best runs in my favour. For James and I, it was our first pots since Castle Combe in March.

Six days later, we were at Castle Combe Circuit for the Dick Mayo Sprint. Pekka, Mike and I (with Max, who volunteered on Facebook) had been working on a live streaming system, which we had fitted the night before and setup during the morning. None of us were perfectly focussed on the driving as a result, yet Pekka won practice 0.06 ahead of me and a further 6 tenths clear of the rest of the field! Mike always warms up through the day and was making his usual steady start.

The first timed run was before lunch and I put in a solid run to lead with a 74.19. Pekka was half a second behind in second and Dave was third; all three in the 74s. Mike was on a 75.17, with Nick, James, Josh, Rich and Andy on 75s. Paul Sunshine, John, Michael and Curtis were having a good battle with newcomer father and son team, Ben and Alistair not far behind. Paul St George had a spin and was last. Whoops!



**Top 3 at Combe separated by just 0.1 secs. Andy Laurence 1st (centre), Pekka Tulokas 2nd (left) and Michael Bartlett 3rd (right). Picture: Mary Bartlett.**





**Rare mistake from the Maestro himself, Dave Greenslade.**

The second timed run was slower for nearly everyone and Paul didn't spin, so he joined the fight with the other Paul, John, Michael and Curtis. The final run was all to play for and I couldn't improve. Pekka did though, but not quite enough to be 0.06 behind me with a huge improvement by Michael to finish 0.05 behind Pekka.

That was the podium. Mike was 0.15 behind, Dave a tenth off him and Nick 2 tenths behind him. James was three quarters of second behind Nick and a tenth ahead of Josh and Rich who tied on exactly the same time. Deja vu? Andy was 3 tenths behind them with a half second gap to Paul Sunshine. John Curtis and Paul St George were behind with Ben beating Alistair as the fastest newcomer.

The following round was at Kemble 8 days later. I wasn't there, but Dave brought the car back with the biggest trophy and Mike was second. Emily won the "Fastest Lady" award, which I think is her first ever trophy. The least said about the absent MOT I discovered on our car 22 hours before the event the better. Sorry, Dave!

Dave's now well in the lead of the championship with a full complement of 1st/2nd place awards for the 7 best rounds to count. Pekka is the only person who can beat him, I think, and he needs to win two of the 3 remaining rounds with a second place at the third. I should be more on top of the stats!

*Andy*

# 2019 Dick Mayo Sprint



*“...It took 12-weeks to rebuild the gearbox, but apart from a very rusty driver, Ginetta G32 managed 5 gross fastest in Classic Marques, in a field of 29. Fantastic day, very steady times, all 71.xx, shame I hadn’t been able to drive it since early May...”*





**Clockwise from top left: Trevor McMaster, David Ashurst, Clive Wooster and Matt Vann (All Pictures: Steve Kilvington).**



*"...I've done a fair few Dick Mayo's and this one maintained the standard we've come to expect. Well run with clear direction which enables competitors to know exactly what's happening and when. The control tower MC keeps things flowing and is often a missing part of other meetings, ....which often run behind too..."*





Steve Broughton once again n

(Picture: Steve





reigned supreme at the DMS  
(e Kilvington)



Others out battling in a single seat were (Clockwise from top left) Carole Torkington,





**Glyn Sketchley, Phil Williams and Stephen Miles (All Pictures: Steve Kilvington).**



# The W-Series Finale

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The new for 2019 W-Series has intrigued me since its first outing in Hockenheim back in May. Piggy backing on the DTM Championship the all female driver line up were given six rounds in identical cars (F3 chassis fitted with a 270bhp Alfa Romeo 1.8T engine) and a different support team at each round to prove themselves. This to promote female driving talent in a sport completely dominated by men. To help even things out further entry was free, following selection, and a \$1,000,000 prize fund would help future funding with the overall winner receiving half. Ladies, start your engines.

Which they duly did. Britain being very well represented too with no less than five drivers in the 18-20 destined to race at each round. Jamie Chadwick, Esme Hawkey, Jessica Hawkins, Sarah Moore & Alice Powell. Jamie standing out as already beating the boys at their own game in British F3 (first female ever to win a round) and British GT's (first female and youngest driver to ever win the championship). Jamie, you could argue, had already made clear in-roads, so beating girls this time should be a easy. Right?

She started strong laying down the gauntlet in that opening round in Hockenheim with a straight win. Round 1 to Jamie, Alice Powell was second and a driver to look out for in the future Marta Garcia from Spain, third. Marta was just 18yo up to the final round. Jamie then remained on the podium for round two with the Dutch driver Beitske Visser one position ahead and Alice Powell one behind. That podium, although not necessarily in the right order, would prove to be relevant come the end.

Next up in Round 3, Italy, and Jamie managed to restore her winning ways but Visser was maintaining momentum by coming home second. That remained the case in Round 4 back in Germany, this time at the Norisring, when young Marta Garcia won, although more worryingly for Jamie who finished third, Visser was second again.

Visiting Assen, in the Netherlands, it was the Finnish driver Emma Kimilainen who took victory with Alice Powell second and Jamie once again third. Leaving it all to play for in the final round at Brands Hatch in August. A round that Mrs N and I travelled across to see. Beitske Visser had a mathematical chance to take the Championship away from Jamie who had by now a 15 point advantage. So if Visser won (25 points) Jamie needed to stay inside the top five (10 points+) before a decision would go down to number of race wins, race seconds etc.



The scene had been set and there was to be no holding back. One driver, Jamie Chadwick, had it all to lose, whilst everyone else, particularly Visser, everything to gain.

Qualifying couldn't have been closer with Powell and Chadwick swapping pole lap times right until the end when it was Jamie who came out on top with Alice alongside her in second with crucially Visser behind. Chadwick had a simple plan, beat all the other girls by winning the race from pole, what could possibly go wrong.



**Media scrum as cars assemble at Brands Hatch**

Jamie Chadwick described afterwards the next half an hour (plus one lap) the worst thirty minutes of her life. She just seemed to melt. Was the pressure getting to her, was the fact this was six rounds and not eight a blessing, who knows, but the action was top-notch.

And it all seemed to start so well. Jamie led and over the first three laps stretching out a reasonable 3-4 car lengths lead. Brands Hatch is a tricky track to pass and so

Plan A was being executed, control the race from the front. Then things started to unravel. Behind Jamie the battling pair of Alice Powell and Emma Kimilainen were catching up and directly behind them was championship rival Beitske Visser. It was all about to get a bit messy.



**Jamie Chadwick in reflective mood. The plan simple, win the last round from pole.**

Alice Powell caught Jamie at Paddock Hill bend went alongside on the downhill section and after a slight kiss of wheels got herself into the lead. This then left the door open for Kimilainen to do the same and brought Visser directly in behind. Ah!

When your championship rival is directly behind you then the pressure clearly builds some more and in fairness to Visser the final move she made to get past was super clean. No 1990s F1'esque taking each other out with only one making it back to the pit for a new nose cone scenario here today then.

Trouble was Jamie was in danger of getting mobbed further from the 'nothing to lose' crowd behind until thankfully for the lead Brit the chequered flag came out and fourth place sufficient to win the championship by ten points ahead of Visser. Rather nicely, Alice Powell's second race win of the season had elevated her to third overall as well.

So what does all this prove. Jamie Chadwick had already beaten the boys, and in May at the start of this process secured a position as a Williams F1 development driver. So in effect she was already in the F1 world. Fair play to her. But despite her top-notch credentials, when a grid of 18-20 women were allowed to compete in decent and well prepared cars based purely on merit, Jamie was run very close indeed to the final finish line, when on paper at least, she should have been streaks ahead.

So for me the big benefit of the W-Series in 2019 is not only about Jamie Chadwick, although absolutely very well done to her, it's also about Beitske Visser, Alice Powell, Emma Kimilainen and Marta Garcia who all took race wins and I think, being less well known, could really benefit from a platform like this.

The good news is the top 12 can go again next year in 2020 joined by another 6-8 budding young female drivers coming in for the first time. That means that Jessica Hawkins (12th), Sarah Moore (8th), Emma Kimilainen (5th), Marta Garcia (now aged 19 and 4th), Alice Powell (3rd) and Beitske Visser (2nd) can all compete for the crown once again.

I for one can't wait.

*Matt*

# Drive-By

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“Uhm, that can’t be right? I mean, why go to all that trouble to build a 3/4 scale replica? No, wait a minute, that’s the real McCoy, blimey...”

Sorry, to what am I referring? The car in front of me in the queue to leave the M4 and join the M32 on my homeward bound commute last week and which, on first glance, initially appeared to be a decently built scale model of a Triumph TR6.

Except of course it wasn’t a scale model, it was the real deal but, dear lord, how small?

And it’s not as if I was sat in the sky-high driver’s seat of an articulated truck or SUV. I was obviously sat in my Mazda Six daily drive and actually looking down from my driver’s perch at a TR6 as diminutive as to appear to be some sort of shrunken pastiche.

As if to reinforce my observations of the Triumph, as we waited on the M32 for two lanes of traffic to merge into one due to the emergency services clearing an earlier vehicle fire, we ended up queueing next to a new BMW Z4 and which appeared to be literally twice the size of the TR6.

A quick Googling (oo-er missus) confirms the Z4 isn’t actually twice the size but it’s certainly a chunky bugger in comparison, being a good half a metre longer than the TR6, and possessing a whopping width of over two metres, or around six foot seven inches in post-Brexit measurements. The Beemer is also a not inconsiderable third of a tonne heavier compared with the svelte Triumph - I guess that’s progress.

No arguing though with the bloody lovely noise when both cars were past the problem and we had two clear lanes available again...



**Even a full size Triumph TR6**



But that's the thing with modern cars, isn't it? The relentless onward march of enforced incorporation of ever more safety features to protect both a car's occupants and errant pedestrians has led to an increase in physical dimensions that have given us new cars of a size that would have been the preserve of American 'yank tanks' just a couple of decades ago, and which is now accepted as the norm here in dear old Blighty.



Which would probably be far more acceptable if the roads in our cities had somehow kept pace with this upsizing, not to mention car parking spaces that are still created to dimensions thought perfectly suitable in the 1970s for such automotive dimensional colossi as Morris Marinas and Cortina mark 3s, but which now require a car's occupants to have the limber athleticism of a circus contortionist to enable them to enter and egress their cars without risking removing the door skins of adjacent vehicles.

Talking about cars of the 1970s, admittedly I'm a bloke of a particular age with around forty years of license ownership, but an exercise to compare modern cars with the cars common on public roads for recently-passed-their-test novices of my era does yield some rather interesting figures.

### **is small by today's standards**

Escort mk I money could buy. Now this car was considered to be a medium size family saloon in its day and was one model below the best-selling company car fleet favourite, the Cortina. As the current Ford Mondeo is the Cortina's direct lineage successor in the company car fleet charts, then that must make a Ford Focus the equivalent of the Escort.

Except it's not, if we're considering physical size. A new Ford Focus is surprisingly slightly longer than a Cortina, and the current Fiesta - a car actively advertised as a compact city car - is actually dimensionally nearer the Escort than the Focus.

The Fiesta is just a couple of inches shorter than the Escort, whereas the Focus is over fourteen inches longer and, at just shy of 2m between door mirrors, both new Fords are

considerably wider than the old stager's slim and sylph like 1.57 metres.

And don't start me on weight; the lightest, straight out the showroom new Fiesta is over 350kg heavier than the escort, and is even 162kg heavier than the mk 3 Cortina. A little bit like this article's author, it would appear cars get an awful lot larger and pile on the weight as time progresses!

Still, until manufacturer's begin to use some very specialist materials in a car's structure, and the charge (sorry...) to all-electric vehicles gives us much more energy dense, and correspondingly smaller batteries, there's no way new cars can physically reduce size anytime soon if we're to continue with the safety features we undoubtedly benefit from today. And given the choice between a mk 1 Escort or a new Fiesta, I sure know which I would rather be sat behind the wheel of if error comes to crunch.

Hmm, thinking about it, this brief comparison between cars of yesteryear and our modern daily drives leads me to a logical conclusion and must mean I have another, and rather unlikely, hero to add to my list of great people which presently includes such unarguable worthies as; Winston Churchill, Barnes Wallis, Guy Gibson, Alan Turing, Nicholas Winton, Colin Chapman, Ayrton Senna and Gordon Murray, to name but a scant few of the considerable list I've generated during a lifetime's consideration – and no doubt providing a few minutes of interweb interrogation for some of you to find out who one or two of my named heroes are.

So, who is this incredible person, I hear literally no one ask? Actually, it's not one person, it's a whole group of people – the automotive engineers of the world. Why? Well, just take a look at any modern car presently sold in this country, they're absolute miracles of the application of technology.

A modern car is usually a paragon of packaging and contains a veritable raft of safety features both physical (crumple zones, multiple airbags etc) and electronic (I'm not even going to start on that list, given there are so many permutations nowadays), not to mention corrosion protection, build and ride quality, and reliability that would appear astonishing to anyone in the 1970s.

You want more evidence of progress? Modern cars have drivetrains that keep coming back for more however hard you cane it and yet capable of delivering fuel economy that is less than half the consumption of the cars on our roads when leaded petrol was still thought to be a good idea and engines required a 'decoking' (minor engine rebuild) when they managed to reach 50,000 miles or so.

And all this whilst not giving us a single moment of doubt about whether our chariot of choice is going to start first time, every time whenever we require it, and will easily continue to do so for well over a hundred thousand miles of travelling in all the weather mother nature can throw at us. Yet also remaining watertight despite the majority of cars being parked outdoors in this usually cold, damp and windswept paradise anchored in the Atlantic Ocean just off the continent of Europe.

In the recently screened new series of 'Top Gear', the team (I really like the new line up by the way; the presenters already have a real spark of energy and cohesion about them that's been lacking since Jeremy Clarkson's last-supper debacle, and who knew Freddy Flintoff would turn out to be such a brilliant presenter – well done the beeb) took on a number of challenges and (with maybe a little minor fettling...) the cars still shrugged of most of the punishment being meted out to them during the various challenges and delivered everyone to the final destinations.

Yep, I put it to you that we're taking for granted one of the greatest feats of engineering most of us have regular experience of, and it's all thanks to the hard-pressed geniuses beavering away in the engineering departments of the world's automotive manufacturers. Heroes all. Okay, admittedly, like Porsche sticking doggedly to the rear-engined layout for the 911, it's not as if we haven't had plenty of time to perfect the imperfect, given the car's been about since the dim and distant 1890s, but even so...

The future? Ignoring the headlong rush for 'driverless' cars which will require computing power and safeguards that just aren't feasible at present, not to mention a likely budget requirement that will make NASA's spend to put a man on the moon seem like the small change found down the back of the sofa, the next generation or so of electric cars will take the game forward in leaps and bounds.

Oh yes, electric motors are small, relatively light, very powerful and possess only one moving part, so performance and reliability will be a given. And one morning if it fails to proceed, all you will have to do switch it off and turn it back on again – seems to be the default first resort for the IT department in my company?

I've said it before and I'll say it again – a car weighing 500kg, with 500bhp and a 500 mile range might one day be possible.

Finally, all hail Lotus. If you're going to create your first electric car, it might as well have 2,000bhp and the potential ability to seriously question the accepted laws of physics! Must be growing some 'interesting' cash crops up there in Norfolk.

*Chris Dymock*

# Privacy Notice

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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](http://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 <a href="http://www.bristolmc.org.uk/join-us">www.bristolmc.org.uk/join-us</a> 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)		
<b>TOTAL</b> 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](http://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](mailto: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).
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# 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.

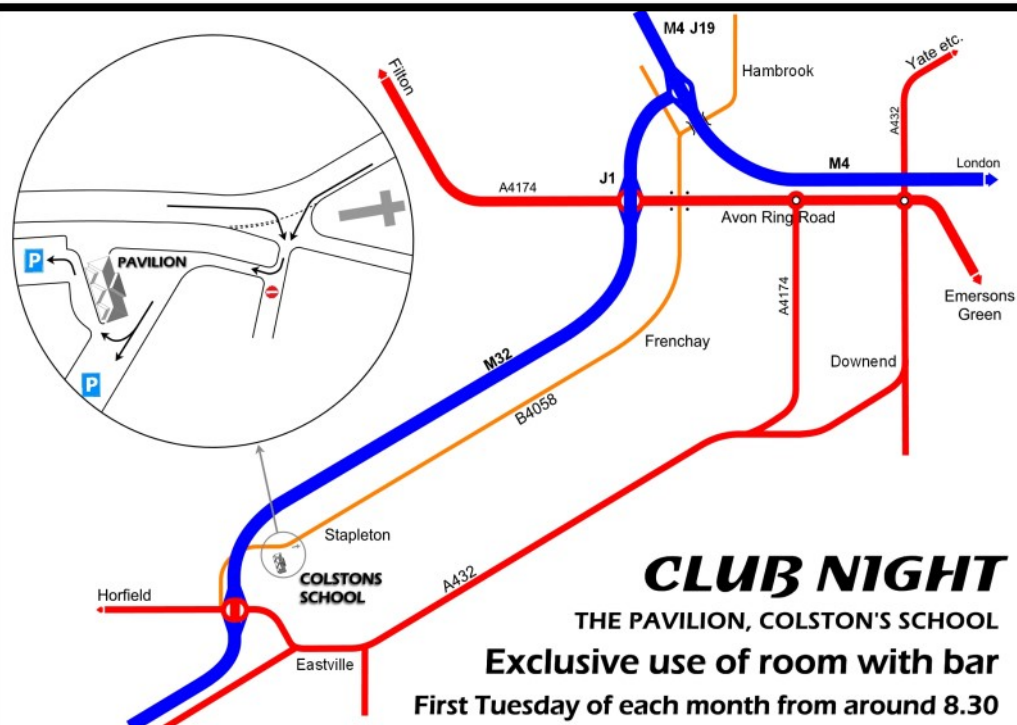
## CLUB MAGAZINE

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](mailto:membership@bristolmc.org.uk).



## 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](http://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
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