

# Driving Mirror



It really was that wet  
Sept - Oct 2019

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(Cover shot: Mark Tooth)



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Club**

[www.bristolmc.org.uk](http://www.bristolmc.org.uk)

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**The next Driving Mirror deadline is  
Friday 6th December 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



It always feels to me like September and October are quieter months in our calendar until that is you reflect on the events; we've all been involved with. To begin with there was Wiscombe Park where several of our fold either helped organise, marshal or take part themselves. Very well done if that was you.

Then we had our second Westonzoyland AutoSOLO of the year, this time with a full entry. I know. Nick Rainbow does an awful lot of work to ensure this event goes off well and thanks to his efforts and those helping I'm pleased to report we had a successful day. The timekeeping team that included John Hollins and Marcos Rainbow received great acclaim with each complete run taking 1hr 5mins each.

That meant four courses, a total of 12 runs for each car, that started shortly after 9.00am to finish, including a decent lunchbreak (nice burger btw) by 4.00pm. Leaving time to pack up and have a pint on what was also a lovely sunny day. In fact, thinking about it I don't think we've had a wet Westonzoyland yet. Although I've probably just jinxed that. If you were there in any capacity, then Muchos Gracias, you did well.

Onto October and for me at least my first (and last) race of the year, HSCC Finals Day at Silverstone on the slightly too short (in my opinion) National Circuit. After a drawn-out affair that began in April, I finally got the nod that replacement engine #2 was installed in the car and ready for me to run-in (a replacement block being the final piece of this sorry jigsaw). Well, there was no need to ask twice. That was 5.00pm on a Friday and much to the annoyance of my better half, I think there were other plans, by 11.00am Saturday morning I was in a location just north of Birmingham with trailer to collect said TVR.

What followed was 500 road miles at moderate pace/ load spread over 2-3 weeks, whereby all seemed fine. Followed by a rolling road session at BH Performance near Dudley, the preferred choice of the engine builder. And who I have to say, were truly excellent, taping the half locked distributor 1mm at a time to settle on 32 degrees maximum advance to deliver just over 200bhp and 250nm torque after 4-5 runs. There's definitely more to be had with the restrictive standard exhaust manifolds looking the most likely candidates to replace next.

Then the big race. Being a lot rusty, June 2017 was my last time out, qualifying on a damp track

in the middle of the pack (17/32) suited me fine as a place to push-on from in the race. And with a largely dry track one position was quickly gained off the line before going into Copse which was quickly followed by what can only be described as mayhem.

Two Lotus Elan's came together heavily, one as it transpired being absolutely wrecked from the initial impact and subsequent ricocheting in the pack. I chose to go to the outside which proved to be the long way around having to avoid by now both the crippled sliding vehicle and various detaching car parts. This set me back.

Corner two and a second collision, this time between two Alfa's, I held my nerve and went to the inside getting through OK, but then couldn't overtake into or after Copse (ideal for the TVR) as the Elan that allegedly caused the initial impact had now come off and was buried in the gravel trap resulting in 4 laps of doubled waived yellows followed by a period of Safety Car.

I still wanted to push on and recover lost ground, but soon for me my race was run after what I later discovered to be a leaking rear wheel cylinder was causing a massive vibration from the right hand side under braking. So I chose to lift and coast to in the end finish 20th. Not the result I was looking for, but the rest of the car/ handling/ engine all felt spot on. The latter even pulling 6,500rpm (126mph) down the Wellington straight. Not bad for an age-old Essex V6, and of course still overall a great shake down in preparation for 2020. It was I have to say also good to be back out once again after a two year lay off.

Back to BMC matters and we were about to get very wet. And I'm sad to say out on track it really was a case of rain stopped play for the Stroke Association's charity fund raising event after several cars damaged the Armco/ tyre barriers. The circuit deciding enough was enough. We both also suffered in terms of numbers, us being mainly shy of 12-16yo passengers and although driver numbers were down too, most who did take part got hooked despite the challenging conditions and booked in for more goes.

Well done to Ian Brown, a regular winner of this event, who kept that tradition, this time in an Astra 1.6 Turbo. And to Andrew O'Malley for being our quickest Stig in his hybrid Golf. But most of all a massive thank you to everyone who turned out to help despite the tropical rainforest conditions (minus the warmth of course). Just to rub salt in our wounds, Sunday was a dry sunny day. Doh!

In the magazine this month are picture diaries from Westonzoyland and SuperCar Saturday, the MX5's Finale, Winter Karting invitation, Autumn NavScatter results and Chris Dymock's Drive-By.

*Matt*

# Westonzoyland Round 2

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What a brilliant day out this was. Let's face it we appreciate having a venue, any AutoSOLO venue in fact, they're difficult to come by these days after all. But, given its southerly location, absence of on-site facilities and relative compactness by comparison to say Kemble, we did well, very well indeed.

From the Greenslade led course designs, to Nick Rainbow and Paul Sunshine's pre-event ground maintenance skills (mowing the grass and weeds that grows between the tarmac covered concrete slabs that make up this once runway surface). Between us we managed to lay on a top-class event.

This enabled no end by a highly polished timekeeping team that included John Hollins and Marcus Rainbow with David Ashurst as Chief Observer. Combined with Mark and James Benstock organising marshalling duties and collecting timecards for Mrs N, my wife Julia, to process before printing results after each of the four course runs. Two in the morning and two in the afternoon.

The whole thing gelled with courses being completed in a little over an hour before being changed over and walked. Damage to the surface was once again minimal and we left the site arguably in better shape than when we arrived. I even understand the venue owner popped in and was impressed with what he saw.

Out on course and a battle royal was about to unfold. Andy Laurence took an early lead but was overrun by the battling pair of Dave Greenslade and Steve Conner. Both interestingly having very similar driving styles. It was Dave who won through in the end to lead the MX5's home taking FTD. That said it was as close as close can be and arguably within the tolerance of handheld stop watches i.e. it could easily have gone either way.

If you were there in any capacity then thank you very much, this was as polished as any event we lay on and our reputation must proceed us because despite the odds, for the first time in this events history, it was full as well. That's a win, win folks.

*Matt*





Ah! variety. Don't get me wrong, I like an MX5, just maybe not the whole paddock.



**Clockwise from top left: Alan Wakeman, Dave**







**Greenslade, Graeme Palmer & Steve Conner**



# Mazda MX5's the Finale

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It was a glorious day in September for round 10 of the Vincenzo and Sons Bristol MX5 Challenge at Westonzoyleland Airfield. There was a bumper entry too, with 20 entries in the challenge.

On the first test, Dave and I both started well with me 0.2 clear of Dave. Everyone else was third, it seemed, with the times so close. Pekka needed to beat Dave to keep the championship alive but he was 3 seconds behind Dave after the first test. Rich Glindon ran into clutch issues and decided to limp home after the first run.

The second test was where Dave stamped his authority on the event and pulled 5 seconds on me. Dan Prosser had brought a photographer for the article he was writing for Revolution magazine and I'd been showboating. All for nothing it seems, as none of the photos of my sideways made it into the article!

The afternoon was a masterclass of solid fast runs from Dave as he stormed to the win to secure the event win and the championship with it. Behind him, we all scrabbled for the remaining pots. I managed to finish 2nd ahead of Nick Lear in 3rd, who beat Andy Thompson on the tiebreak as they had the exact same time.

Mike Lear was 5th, ahead of Michael Bartlett and Josh Long. Pekka Tulokas finished 8th with Curtis St George and John Roberts rounding out the top 10. Amazingly, despite an entry of 40 drivers, the event was finished, the course packed up, awards presented and the first beers sipped at the pub by 16:15.

The organising team had got it spot on and the timekeeping team were tremendous. Team Benstock had the paddock covered and the event ran incredibly smoothly. The courses were brilliant to drive and the array of smiling faces said it all.

For the second year in a row, a round of at Manor Farm was cancelled. Last year, a leaking gas main ended the penultimate round early and the championship was decided as a result. This year, poor weather led to the cancellation of the whole weekend. With the cancellation, the final results were sealed. With a 1-2 finish for Team RS (Rusty Shed) as I had managed to hold on to second place, despite almost certainty that Pekka would beat me.

The year has been an awesome demonstration of close racing. Whilst the results look like Dave dominated the year, not everything is as it seems. Most rounds it was hard to guess the podium, but Dave was usually on it or right next to it. Many rounds were decided by tiny margins and so it was easy to be a tenth or two off the pace and way down the scores.

Dave performed a faultless year and was rewarded with a fantastic points score. His consistency was impossible for anyone to match and at some of the rounds, his speed was a step above everyone else. Pekka was the only other person to dominate a round when he was clearly untouchable at Manor Farm Hillclimb in the Spring.

Who will win next season? I guess we will have to wait and see who turns up in March. We also get to see who joins our new championship, the Bristol Two Litre Cup. Rumour has it, a previous MX5 Challenge winner will be in the entry list...

*Andy*



**Tricky entrance from that angle. But then Andy did well to get it to that angle.**



# The Wettest A



All Pictures: Ma

# AutoSOLO Ever



*I hope you have all dried out now after Saturday! Please can you pass on my thanks to everyone involved in helping out on the day despite the weather. I can't believe how different it was on the Sunday.*

*Despite everything, we have had some great feedback about the event and so far raised £7160 plus our share of the gate money [BMC will add c£400 to that total].*

*I am waiting on the photos from our photographer but I believe he managed to get some of you guys (weather dependent on how they came out) so I will send over a link when I have it (Ed - well, what can I say, we have our own photographer).*

*Fingers crossed that next year will be sunny.*

*All the best,*

**Amy Spencer – Stroke Association**





James Hurford ha

Picture



aving fun in his new toy.

: Mark Tooth





**The legend that is the Ford Escort Mk1. This 'Short**





Door' courtesy of the Firks family (Pictures: Mark Tooth).



# Drive-By

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Wow, how much!

I would imagine that when it comes to purchasing new cars, we're all aware of the old adage that you can't drive a new motor ten feet off the dealer's forecourt, reverse it back on and get your money back, as it would then be a second hand vehicle and you would likely take a 10 – 20% hit for your troubles.

The reality of depreciation is that apart from some real rarities or limited edition runs of already coveted marques, most new cars will depreciate in value by around 50 – 60% in the first three years, and even that's dependant on the car in question having a reasonable mileage, with higher mileage examples plummeting even further.

Not exactly front page news, then, so what prompted my surprise in my opening exclamation?

I was recently enjoying a quiet hour reading my latest classic car magazine purchase and was perusing the classifieds containing cars at the, uhm, more exclusive end of the market as I sorted my 'if I win the lottery this weekend' list, when an advert for nearly new Ferraris caught my attention.

The cars in question were two, near enough identical specification, Ferrari GTC4 Lusso – you know, Ferrari's four-seat, four-wheel drive V12 Grand Tourer estate.

I suppose this is a prime example of a car not being the coveted favourite of a manufacturer's range, which would be certainly be going some when you consider the GTC4 Lusso's stable mates are the sublime 488 GTB and the ever-so slightly mental 800bhp 812 Superfast (quite possibly the most accurately named car in history), neither of which suffering anything like the depreciation of the GTC4.

Not only is the GTC4 Lusso nowhere near as popular as its siblings, but it's also the product of a manufacturer whose cars aren't favoured as much by prospective purchasers if they have clocked anything like a more mainstream car's normal mileage for their age, and which is why used Ferraris are nearly always low mileage when you see them advertised.

So, what was the detail that got my attention?



Well, it wasn't a recorded high mileage - the two cars in question were a 2018 example with just 4,800 miles on the clock and a 2017 car with only 9,000 miles recorded since it was delivered to its first owner, so the surprise wasn't the less than 5,000 miles a year low mileage of both cars.

The thing that got my attention was the shocking difference in the asking price between the two: £235k for the 2018 car and £180k for its year-older equivalent.

Even with my limited 'man maths' that's a £55k hit in just twelve months or possibly less, and for an additional distance travelled that is barely half that of the UK's average yearly mileage.

A quick calculation says that works out at a, faintly staggering, rate of £13.10 per mile in depreciation alone.

To put that into prospective, it would appear to mean if I used the advertised 2018 Ferrari GTC4 for my weekly commute of 150 miles, the cost would be around £1,965. Plus insurance, fuel, servicing etc.

Two grand for getting to work and back for a single week, TWO GRAND!

If we consider my earlier comments regarding depreciation, we accept this staggering loss of value over just twelve months as absolutely normal and to be expected as it's occurred within the three year time frame for a car losing around half its value, and in this case for a car with a starting value of around £250k.

Presumably these sort of cars, which seem to be commonly advertised at between one and two years old and with a single previous owner, are in fact originally a lease vehicle kept for a very short time by an individual or company and which is quite possibly offset against annual tax liabilities.

Even so, for a PAYE wage-slave like myself, it appears to be an astonishing amount of money to lose in such a short time and surely must certainly be food for thought when considering purchasing very-high value cars when they're nearly-new second

hand. Although, I suppose it's just another living expense if you're a top-echelon high income earner (or lottery winner) – all things in life being proportional.

Interestingly, a quick check on the interweb reveals it would actually be cheaper to hire a chauffeur driven limousine for my week's commuting! So the next time a luxury car passes you with a cap wearing driver up front and God-knows-who presumably relaxing in the rear passenger compartment out of sight behind tinted glass, give him a nice wave as he obviously needs your sympathy, poor down at heel thing.

Mind you, the look on the hound's face as he's hanging on for dear life in the back whilst you cane the world's fastest V12 estate car down the right road – priceless...

Back in the real world; I suppose this example bears out my father's advice when I started my motoring career, that a three or four year old car probably represents the best buy for your money as the massive, early-years depreciation hit has been taken by someone else with the depreciation curve flattening out after the initial 50 – 60% loss of value, and that with any problems being resolved under warranty and the car having a good service history, you should manage quite a number of years of relatively trouble free motoring at minimal cost.

However, keeping that train of thought, would it be possible to minimise the running costs even further?

Actually, yes. Possibly...

Practical Classics magazine runs a quite fascinating monthly article called 'Bangernomics' where the contributors write updates about the extremely cheap/free-to-good-home cars that are typically found loitering in the last gasp, scrapyard-dodgers-under-a-£1,000 section of the classifieds, and which they use as their daily transport with truly minimal running costs.

One of the risk reducing criteria of this particular approach to providing daily transport is that, as I wrote about in my previous Drive By article, modern cars are usually astonishingly reliable, even when they reach old age.

Admittedly the Practical Classics contributors are a reasonable handy bunch with a bag of hammers when it comes to replacement or repair of worn out or failed components, but I have actual, long term experience of running cars that are perceptibly in the late winter of their existence and that cost beer money to run.

Okay, not myself in truth, but my other half Lynnette, who has absolutely no interest in cars and thinks of them as just a convenient means of getting from A to B (which if we're being honest, is pretty much any car's reason for existence).

Lynnette is perfectly happy with a car that ticks the primary requirement boxes of being small and easy to park, starting every time, not breaking down and costing peanuts or less to run. Her current chariot of choice is an ancient Ford Fiesta which she's owned for the past five years and which has been resolutely reliable.

In a headache inducing exercise running the numbers through my trusty abacus, with depreciation set at £200 per year against the original purchase price of £1,000 (ie, no residual value after five years), and factoring-in additional costs for insurance, road tax, fuel, MOTs and servicing etc, I figure the average annual cost to Lynnette of providing a car which is available to her 24 hours a day, every day of the year, is less than £25 a week - a miniscule 12p a mile for her annual mileage.

Or just six pints of beer a week at current pub prices – your choice: a half-decent Saturday night at your local or a car for an entire week? Hmm.

By way of comparison, I've also punched the numbers for the equivalent annual travelling by bus for Lynne's use of her car and the ancient Fiesta is fractionally less than half the cost of the bus for the same journeys, and far more convenient when you consider the times at which you would wish to travel and the travelling time itself.

All things considered, the best car you can run for your money? The one you choose to afford to run, of course.

Now, where are my lottery tickets?

*Chris Dymock*

# ***Bristol Motor Club Winter Karting***

***Friday 17<sup>th</sup> January 2020***



Bristol Motor Club are running a fun karting event for members on Friday January 17<sup>th</sup> 2020. It's a great opportunity for a bit of fun and to blow away the Christmas cobwebs.

The club will have exclusive sessions at the Team-Sport Karting track at Avonmouth. There will be three grand prix sessions, two adult sessions and one for children.

The format of the evening will be:

6.00 – 6.15pm Arrive and Briefing

6.30 – 9.15pm Grand Prix Sessions

Session 1: Adults/ Session 2: Children/ Session 3: Adults

Children must be between 8 and 13 and have minimum inside leg measurement of 25 inches.

Minimum age for adult drivers is 12.

The cost is £32.50 per child and £40 per adult, club marshalling vouchers can be used.

Optionally a food ticket for £6.75 can be purchased for pizza and a drink.

Places are limited to 36 adults and 10 children and once they're gone, they're gone.

Entries will close mid-November.

**Any questions or to enter please contact Simon Clemow on [simon.clemow@gmail.com](mailto:simon.clemow@gmail.com).**

# Autumn NavScatter Results

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Organisers Ady Taylor and Dave Greenslade welcomed seven crews who competed in this years Autumn Nav Scatter, a mixture of new and more experienced pairings. A slightly different format this time as the route started in Thornbury and finished east of Chepstow where the crews enjoyed a well earned drink and shared stories afterwards at the Tredegar Arms in Shirenewton.

Congratulations to overall winners Andrew Bisping and Rob Thompson, along with the second place crew of Andy Laurence and Phil Oliver who also win awards to be presented at our Award Presentation in February.

The results of the event are below:

<b><u>Driver</u></b>	<b><u>Navigator</u></b>	<b><u>Score</u></b>	<b><u>Position</u></b>
Andrew Bisping	Rob Thompson	284	1
Andy Laurence	Phil Oliver	228	2
Andy Thompson	Paul Sunshine	132	3
Simon Clemow	Mike Lear	120	4
Tom Knight	Theo Elton-Wall	116	5
Matt Parr	Chris Parr	116	6
Robert Kerly	Martin Kerly	92	7

Ady and Dave would like to thank you for supporting us and hope to see you at the next event in January.



# Privacy Notice

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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](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		tick boxes that apply		£ 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).

# 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.

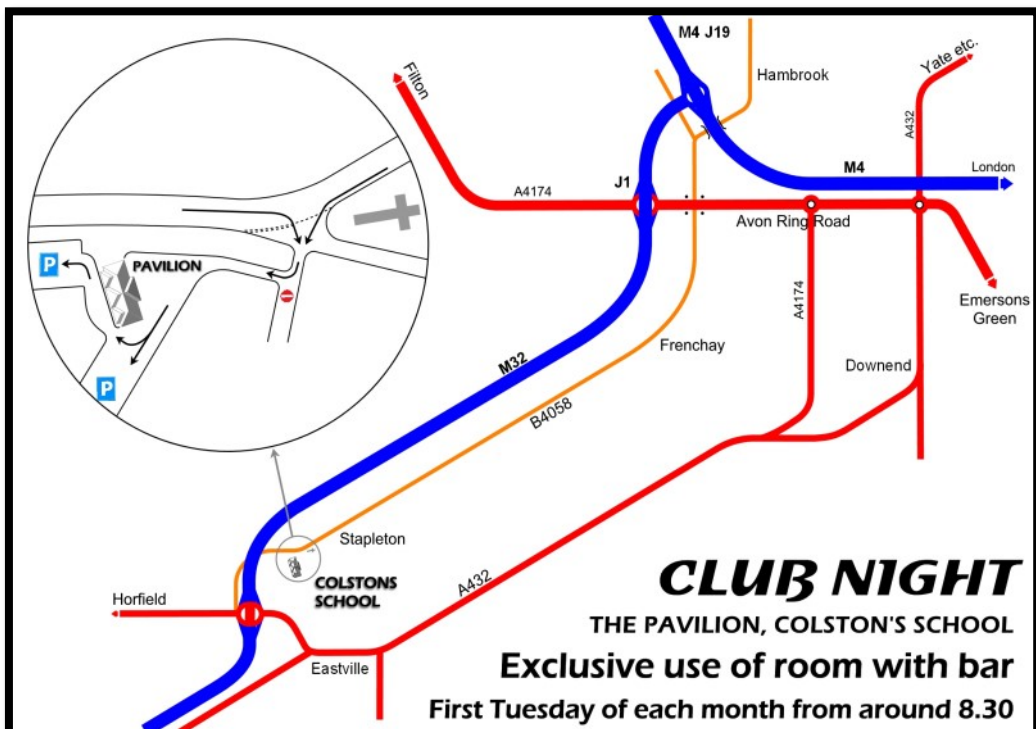
## CLUB MAGAZINE

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
CANCELLED	Roy Fedden Sporting Car Trial
Sunday 24th November	Allen Classic Trial
Tuesday 3rd December	General Meeting and Xmas Buffet