

Driving Mirror



Sixty Years Young

Nov - Dec 2019

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(Cover shot by Calvin Samuel of Tony Young who first competed on the Allen in 1959)



**Recognised
Club**

www.bristolmc.org.uk

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Our events and this club don't run themselves you know. Ba Humbug.

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January is fast approaching so get your entry in now.

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BMW's battle with Escorts whilst Mx5's have a go at trusty old Beetle's. Oh Yes.

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Just in case you haven't noticed, we've gone online. Here's the lowdown.

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A lot happened in 2019, time for a few favourite images.

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Someone once said Chris only wrote ten original pieces. I think this might be eleven.

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A quick reminder of where to go the first Tuesday of every month.

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No excuses now, it's all online. There's even a digital membership card waiting.

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All our events for 2020 on the back page.

**The next Driving Mirror deadline is
Friday 7th February 2020.**

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

Matt.Nichols1@btinternet.com

Chairman's Chat



What a Fab-U-Lous year 2019 has been. Our events have been full to bulging and we have enjoyed great support from all the good people of BMC. Of course, I mean you. Thank you.

At our recent General Meeting (and Xmas Buffet) that decided the Club's Directors and Senior Officers for 2020 it made me appreciate more than ever the time some people are willing to give back into the sport they love so much. It also made me realise that our appeal for attending such events clearly fails to extend much beyond our core members when it was revealed on the night, we in fact had only two non-members present. Must do better next time. Matt Parr can you please remember to join again in 2020 (between us friend).

No, back on the topic of taking up an official role within the Club, to give back if you like, then I welcome more conversations with anyone really who might be either put off over time commitments or feel this is some sort of closed shop that taps people up for particular roles. If the latter then there is no tapping, I can assure you, put simply I don't have the time.

Which is the point really. As we are all volunteers leading busy lives and giving up our own time then whether sitting on the main committee or being actively involved with one or more events it is vitally important for everyone's health and wellbeing that we share the workload and not constantly rely on the same people all the time. The old what happens if they get run over by a bus scenario, what would we do then?

If more people stepped forwards into key roles, then the pressure in and around each event would reduce drastically. It would also mean that those who are now almost resigned to organising the same event year in year out

could either have a break or even compete themselves. The reason they ended up organising in the first place, although perhaps not with the thought that might be their last time.

Whether smaller events such as NavScatters or bigger events such as Trials and Sprints please please please think seriously about whether you, or if you're actively involved already, someone you know, could do something to help and in doing so lift a weight off of in some cases aging shoulders. Because that small act of kindness would be massively appreciated and ensure the continued success of the club without over burdening the few.

Also, increasingly we have roles linked with our Social Media channels that include Live Streaming. This helps put out what we do to a wider audience but as is our way runs the risk once again of over-burdening one or two individuals.

I'll leave that with you to give it some thought but rest assured if you're not actively involved already a weekend of your time here or there would make a big difference. You'll find our 2020 Calendar on the back page, and I welcome a conversation anytime, even if just exploratory on helping to run any of our events or taking up a role on the main committee.

Which just leaves me to say, have a fantastic Christmas and New Year's break and I hope to see you out and about again in the New Year.

In the magazine this month news, views and pictures from the Allen Trial, including Tony Young receiving his 60 Years of Competing in the Allen award, our new Online Membership and Event Entry System, a look back at 2019, plus Chris Dymock's Drive-By which is all lies, damn lies and statistics.

Matt

Bristol Motor Club Winter Karting

Friday 17th January 2020



Bristol Motor Club are running a fun karting event for members on Friday January 17th 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, BMC Reward Points 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.

Any questions or to enter please contact Simon Clemow on simon.clemow@gmail.com.

Allen Classic Trial

The near full entry list looked very pleasing with Escorts challenging BMWs in class 3, MR2s challenging Beetles in class 6 and seven pre-war cars in class 2. Not forgetting the large numbers in classes 5, 7 & 8. Of course, there was also Tony Young who first did the Allen sixty years ago in 1959 still competitive in his class 4 Beetle.

We were very lucky with the weather to have a dry day once the early morning fog had cleared. Ground conditions, however, were very muddy and slippery due to previous heavy rain. Bitton Lane proved very tricky and caught out 20 on the restart. Guy's Hill, which had live streaming onto our Social Media channels and a live Radio Bristol/ Radio Somerset broadcast as part of their Clueless programme, produced a mixed bag of success for those on the restart.

Travers ran well with no real delays although some confused the Yellow & Red restart lines for a box! The Ubley sections provided a real challenge to most but the sequence ran smoothly thanks to the use of the lower gate for failures to return to the track – it's the other left, Stuart!

Ubley 2, a long section this year, had a full range of results from clean to double figures in nearly all classes and through the entry. Ubley Observed Test once again required a careful approach to avoid sliding down the slope after Line B. The fastest time was 24.1 seconds by both Duncan Stephens in Mike Chatwin's Wasp with Mike as Passenger (probably surprised at how fast it could go) and Russell Clarke in his Troll.

Chew Valley was busy with competitors, marshals and spectators. Many taking advantage of the take-away fish and chips (Ed – Yes very nice). It was here that Tony Young was presented with an award by long standing BMC member and past Chairman Chris Bigwood, who himself won the Allen trial back in 1959 in a Beetle. Thanks to Chris and Janice for attending, presenting the

award and crucially for our club magazine, taking a picture:



Chris Bigwood presents Tony Young with an award to celebrate his 60 years competing in the Allen Trial. A rumour from the day that the car next door was in fact the same MG TF that Tony drove in 1959 were later refuted. Chris commented “He is an amazing fellow who was quite upset because he thought he had failed to ‘clean’ the last two hills! At his age he is still very competitive. I am very impressed at the clubs organisation and glad they are able to command such a hefty entry.”

(Picture: Janice Bigwood).

The trial then headed via Burlidge into Fry’s Bottom which like Ubley proved slippery. Fry’s 1 with deviation for class 8 caught out some and Fry’s 3 proved very challenging with only 6 of the lower classes including Tony cleaning it. Six of class 8 got off the restart line but failed to get to the 4.

There were some quick times on the Fry's Observed Test but quickest was once again Duncan on 10.6 seconds.

The trial then headed back through the outskirts of Bath to the infamous John Walker, a good blast to end the day but not to be taken too lightly as some found out. Once again, the floodlights were not needed (Ed – Just) as the final cars climbed the section just as the light started to fade.

Once again 6 of the 7 classes appeared in the top 10 and there were three clean sheets. Matt Facey's BMW and white Reliant's of Dave Haizelden and Stuart Highwood . Matt beat Dave and Stuart by 6.2 and 12 seconds respectively to win the Allen Trophy for the first time.

Many thanks to all of you who help to make the trial such a success. Especially the



**Dave Greenslade flying up that hill as Simon Clemow hangs on
(Picture: Calvin Samuel).**

marshals, many of whom come out year after year, the recovery vehicles, which are essential to the smooth running at Ubley and Travers, and of course the competitors.

Carlie, Pete, Mark & Tim



Claire Tooth wonders if Dad has finished preparing the Elise for 2020 as Ryan Eamer focuses on winning Best Bristol.

(Picture: Calvin Samuel).

Awards Winners:



Allen Trophy – Matt Facey BMW 316

Bob Wood Trophy – Hollie Wood

Redcliffe Cup 1st Clubman – Philip Thomas Ford Escort

Woodbury-Chillcott – Bill Bennett MG J2

Renwicks Trophy – Sam Holmes- VW Beetle

Rumsey Cup – Dave Haizelden Reliant

Highland Circle – Mike Hobbs- VW Beetle

Rootes Trophy – Ray Ferguson Liege SS

Poole Trophy – Dean Partington DP Wasp

Gilbert Best Trophy – (Best Bristol) Ryan Eamer (Cannon)



The hairdresser who owned this car originally might be shocked to see what Paul Bracey and David German get up to in her now. Really shocked.

(Picture: Calvin Samuel).

New Club Membership Website

First of all I must thank Zoë Tooth once again for providing a sterling Membership Secretary service for the past six years and to Andy Thompson for wanting to give back himself by stepping into the same role for next year. The transition taking place at an opportune time.

The reason, and why we need some patience from you as well at this time when considering renewing, you may have seen an eMail in your Inbox introducing the fact that thanks to Andrew O'Malley and Andy Laurence, we've got a new Online Membership and Event Entry system based on a product called 'MyClubHouse'.

Yes, an eMail has gone out to all existing members inviting them to access this secure online portal, log-in and check and update personal details. A second eMail will follow on allowing members to renew using a card payment, Reward Points, or a combination of the two. Exciting stuff, but it doesn't stop there.

Once logged in you'll be able to also very quickly enter events, keep your contact details up to date and download and either print or store on your phone your BMC membership details in the form of a pdf. Yes, folks we are moving away from posting out membership cards and taking advantage of new Motorsport UK legislation that enables clubs to issue electronic membership cards instead.

This will undoubtedly enable us to progress as a club but is also part of doing everything we can to minimise the time and effort involved in performing in this case the role of Membership Secretary. So please bear with, it will be a new experience for all of us, and you never know, this strategy could help make this or another role more attractive to you as well in the future.

Visit our new site at <https://my.bristolmc.org.uk>



Bristol Motor Club

Promoting club motorsport since 1911



Martyn Boulton at the Westonzoiland AutoSolo



Register as a Member

Become a full member



Register as an Associate

Become an associate member



Register as a Competitor

Enter our events without being a member

News & Announcements

Part-payment using membership points

The team is working on allowing part-payment with membership points for membership, events and other items. It's due in the next few weeks. If you have a pressing need then please get in touch with Andrew O'Malley.

10 December 2019 08:25

Andrew O'Malley

Digital Membership Cards

Membership cards will be available via this portal in the next week or two, ready for the 2020 season.

10 December 2019 08:09

Andrew O'Malley

Upcoming Events

Calendar

7
Jan 2020

January Club Night

No sign-up required - just arrive on the night. As usual, we start the year off with our first club night. If you're new to the club or looking to compete in the Bristol Two Litre Cup or Vincenzo & Sons Bristol MXS Challenge, come and ask any questions you may have. Alternatively, it's a good excuse to meet friends in 2020!

17
Jan 2020

Winter Karting

Bristol Motor Club are running a non-profit fun karting event for members on Friday January 17th 2020. It's a great opportunity for a bit of fun in the quiet winter season and to blow away the Christmas cobwebs. (For those really competitive people, maybe a reason to avoid the extra mince pie!) 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

4
Feb 2020

2020 Awards Night

No sign-up required - just arrive on the night. Tonight we present the most prestigious awards from 2019. The bar opens at 20:30. An opportunity to bring your best car and talk with friends. Everyone is welcome; members or not. Please do come and support your friends who have won awards this year if you're not collecting one yourself.

3
Feb 2020

March Club Night

No sign-up required - just arrive on the night. If you're new to the club or looking to compete in the Bristol Two Litre Cup or Vincenzo & Sons Bristol MXS Challenge, come and ask any questions you may have. Alternatively, it's a good excuse to meet friends old and new. Grab a drink at the bar; it's an informal affair.

21
Mar 2020

Great Western Sprint

Our longest Sprint. 1 1/2 laps of Castle Combe in this season opener. This popular event fills quickly! This, the first multi-lap sprint to run at Castle Combe, was the brainchild of Paul Parker, with the help of Mark Chater, drawing on the experience of running the similar format at Llandow. For the first running of the event in 2008, it was organised jointly with Bristol Pegasus Motor Club. 1 1/2 laps of the Castle Combe circuit equates to a competitive run of 3.3 miles; it was then, and probably still is, the longest sprint course in the country. It has been a qualifying round of the British Sprint Championship from the start, and thus attracts the biggest, fastest, most spectacular sprinters in the UK! Its March date means that for many it is the first sprint of the season, and reliability issues have

7
Apr 2020

April Club Night

No sign-up required - just arrive on the night. If you're new to the club or looking to compete in the Bristol Two Litre Cup or Vincenzo & Sons Bristol MXS Challenge, come and ask any questions you may have. Alternatively, it's a good excuse to meet friends old and new. Grab a drink at the bar; it's an informal affair.

3
May 2020

Spring AutoSolo

This is by far the cheapest way into motorsport. You have to use a road car and drive it to the event - and home again afterwards. It's a test of agility rather than pure speed - but it's intense, exhilarating - and fun!

5
May 2020

May Club Night

No sign-up required - just arrive on the night. If you're new to the club or looking to compete in the Bristol Two Litre Cup or Vincenzo & Sons Bristol MXS Challenge, come and ask any questions you may have. Alternatively, it's a good excuse to meet friends old and new. Grab a drink at the bar; it's an informal affair.

16
May 2020

Llandow Sprint

We're back at Llandow again for our Llandow Sprint. Cars compete against the clock to set the fastest time. Classes for all cars from standard Roadgoing hatchbacks to supercharged single seater racing cars.



Winner of the Allen Trial 2019 is Matt Facey in his BMW
(Pictures: Ca



316 (Inset Bob Bellerby and Mike Smith in Mike's MR2).
Ivin Samuel).

Highlights from 2019 -



Great Western Sprint



All Pictures: Andy Laurence

Highlights from 2019 - West



All Pictures: Matt Nichols

tonzoyland (Early Summer)



Drive-By

“Lies, damned lies and statistics”

Would it surprise you to learn that 71% of people in a recent poll said they didn't believe any of the promises currently being espoused by our present clutch of illustrious politicians, and 52% said they thought the exact opposite? No, I didn't think so - you've just to love statistics!

Whilst we're on the subject of politics, just what is the collective noun for a group of British MPs? Suitable suggestions I've used recently include: a bog, a mire, a cesspool, a playground, the asylum, the useless, the undetermined, and the bloody hopeless - feel free to use your own epithet of choice for this unedifying group of individuals.

Anyhow, as the TV channels appear to air far too much of the immensely unattractive daily spectacle of the aforesaid bunch as they increasingly try to outdo each other in their bids to buy our votes with our own money, and even about how many trees they're going to plant if voted into power, with an utter disregard to the logistics involved (“how many did the other party say? Right, double it and get it broadcast as soon as possible...”).

I've been willfully ignoring their self-serving drivel by immersing myself in catching up with some long overdue automotive reading now that I've sold my house after finally completing one of history's longest building projects (ahem, it's all in the preparation, you understand...) and there's nothing to do until contract completion.

And it was poor Lynnette's expression of fatalistic acceptance (coupled with a fixed smile and glazing of her eyes – we've all seen this look chaps, be honest) as I regaled her yet again with a set of facts and figures that only a petrolhead like myself would find even remotely interesting, made me realise that - aside

from being an occasionally deeply boring person, sorry - I've never really lost that childhood fascination with facts and figures and what they represent.

I'm very happy to be corrected, but I think this is very much a boy thing? You know the scene; a schoolboy urgently needing to divest a recently learnt set of facts to the first adult he gets the attention of in school, "hey sir/miss, did you know that...?"

It's just that I find numbers, and what they may represent if you give them a few moments consideration, both interesting and, in some cases, perhaps very powerful.

Want an example? Try: 911, 999, 666 and 007.

Easy enough; an iconic Porsche sports car, the emergency services telephone number in the UK, the mark of the devil himself (herself? – hey, I'm open minded), and the world's most famous secret service operative, James Bond.

Yet if you give a little extra thought to these numbers, you also bring to mind the abject horror of the terror attack on the twin towers in New York (and, somewhat ironically, the emergency services telephone number in the USA), the (never good) reasons why you would dial 999, and in my case just what might lie ahead if my lengthy post-mortem negotiations with St Peter don't go as well as I would wish, phew...

For us petrolheads of course, the automotive industry has long allocated numbers rather than names for certain of their models and we all recognise car performance statistics by the numbers used and the ability for comparison we typically use them for.

I mean, just what is 100bhp or 100lb/ft? Go on, explain it to me without using comparison or blithely suggesting "not enough".

You may well be able to give a technically correct answer as to what these figures represent but, be honest, engine output figures are fairly obscure to understand in isolation and it's only until we use them for comparison with associated performance that they become useful to us (and we rapidly realise that when it comes to engine output numbers, the bigger the better!).

Conversely, model numbers used by the world's car manufacturers are just brilliant as an advertising weapon with often immense clarity of message. Just get your noggins working on these numbers and tell me you didn't mentally visualise each of the cars they represent: 205, 935, 504, 7, 917, 99 and the entire sequence from 1 to 8 (okay, just for you, in order: Peugeot, Porsche, Peugeot, Lotus or Austin, Porsche, Saab and everything nailed together by BMW).

44, anyone? Yes, of course, it's Lewis Hamilton's race number.

Perhaps this even gives us the merest insight, without delving into the possibly esoteric and arcane world of pure and applied mathematics, quantum physics, cosmology and the like, of what the world's great thinkers are talking about when they suggest the language of the universe is mathematics, as numbers and universal equations may be used to communicate any and all information?

Back on topic; interesting numbers that have cropped up in my recent reading have included an article on the Top Gear website about the recent sale at auction in the USA of a mildly modified mid-eighties vintage Peterbilt truck.

Mildly modified that is, if your idea of such happens to include a truck fitted with two 14 litre V12 diesel engines, with each engine being lightly breathed upon by 6 turbochargers. And fitted with nitrous injection. And a jet engine from a hawk 600 aircraft as an auxiliary power unit. Total horsepower? 3,974 and enough grunt to propel a 44 foot long, 15 tonne truck to 130mph. And, God bless America, its road legal. Worth the £10.25m it sold for just to see the expressions of the drivers around you as you out-accelerate everything else on the motorway entry slip road on your way to the supermarket.

Needless to say, this year's Formula 1 season has also yielded some great figures.

Notwithstanding Lewis Hamilton taking his 6th World Driver's Championship (got to be worth a knighthood, surely?) after winning 11 of the 21 races this year, giving him a total of 84 wins in his career and only 7 wins and 1 world championship behind the all-time record set by Michael Schumacher, and Mercedes securing its 6th World Constructors Championship in a row, did you know that the bare stats for a 2019 Formula 1 car are 1000bhp and an all up weight without the driver of just 660kg – that's a staggering power to weight ratio of 1,515bhp per tonne.

To put that into some perspective, let's have a quick comparison with some of the current supercars that mere mortals can purchase. If they're suitably minted, of course.

A Bugatti Chiron is blessed with an 8 litre W16 engine enhanced by 4 turbochargers which yields a Formula 1 busting 1,479bhp. The problem being the Chiron is also the same weight as a small office block at 1,997kg which gives it a power to weight ratio of 740bhp per tonne.

So, how about a nice powerful supercar that weighs a lot less? Ferrari's sublime 488 Pista for instance? Well, it may have a superb twin-turbo 3.9 litre V8 knocking out 710bhp, but at 1350kg its power to weight ratio is just 526bhp per tonne.

Want to get a proper understanding of these figures with something a little more mainstream? A new Ford Focus ST has a power to weight ratio of 187bhp per tonne, and an Audi RS6 has 285bhp per tonne. Neither car is renowned for hanging around, yet they appear to have relatively modest power to weight ratios. Just as much fun is comparing the numbers for the cars of yesteryear with their modern contemporaries.

The car that I lusted after in the early years of my driving career, and that was arguably an achievable ownership proposition, was a Ford Escort RS2000. And the numbers? A 2 litre OHC delivering 110bhp in a car weighing 880kg for a top speed of 108mph and a 0-60 time of around 9 seconds. Or to put it another way, my dream drive would nowadays be comprehensively mauled by a multitude of cars being propelled by nothing sportier than a 2 litre turbo-diesel oil burner.

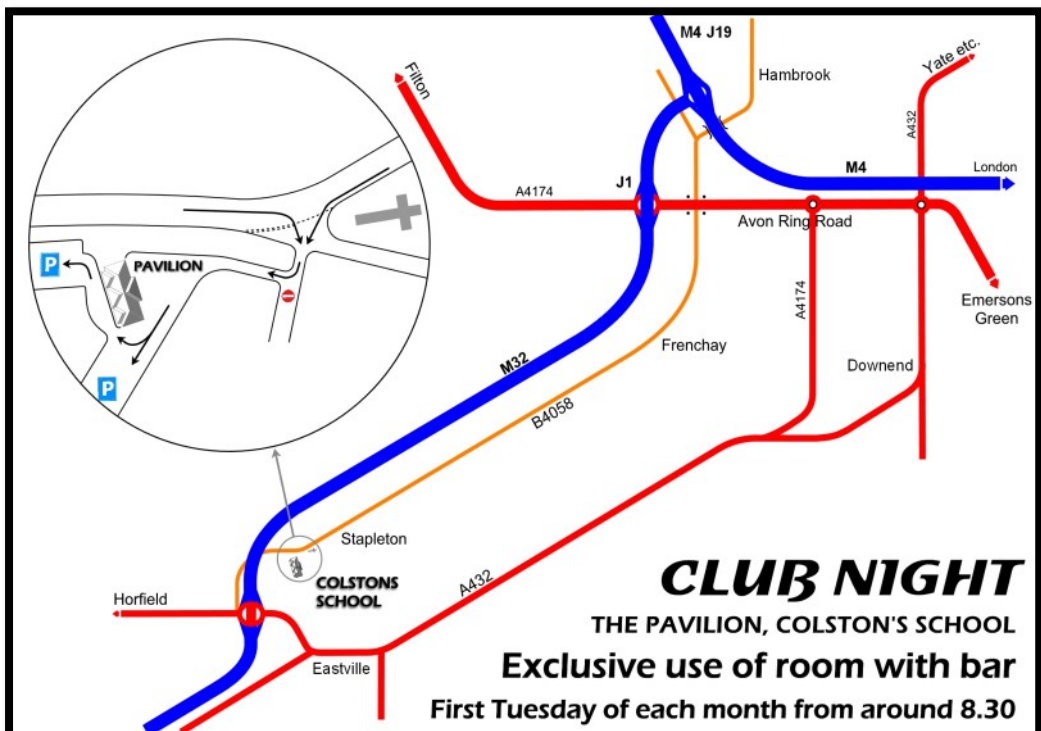


You see, numbers are quite fascinating (well, I think they are...) once you start to spend a moment or two giving them a little consideration beyond the bare detail they represent.

Finally, it's that festive time of year again and I'm certainly looking forward to a relaxing Christmas break, because next year if all the plans come to fruition, I shall be moving house – twice. Oh, and getting married. The things I volunteer for...

Right, time to get cracking (I'm writing this only two weeks before Christmas day), I hope you all have a great Christmas and new year and looking forward to catching up with you all in 2020. Happy Christmas, everyone.

Chris Dymock



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.

Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

We may share your information with 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

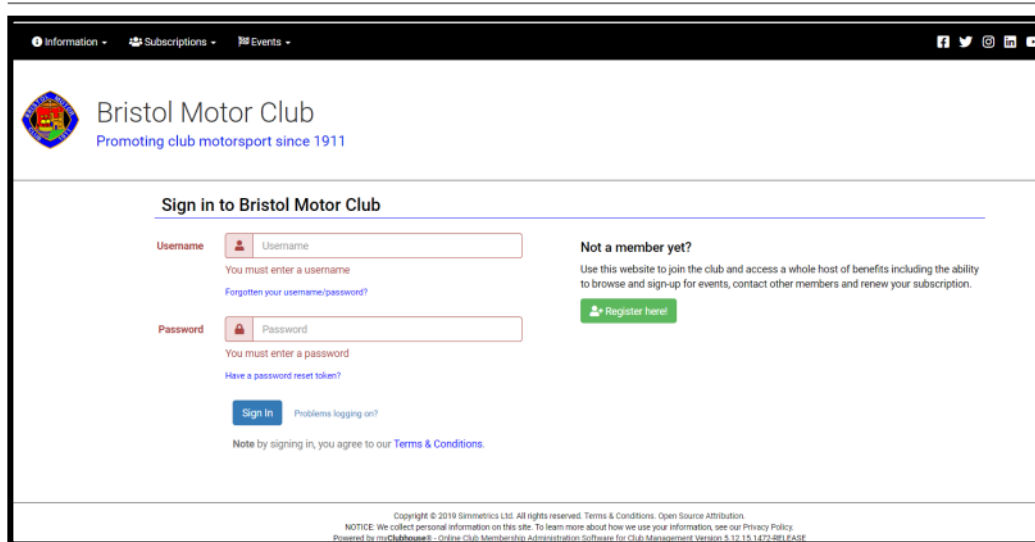
Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

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.

Joining/ Renewing BMC Membership



The screenshot shows the Bristol Motor Club website. At the top, there are navigation links for Information, Subscriptions, and Events, along with social media icons. The main header features the Bristol Motor Club logo and the text "Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a "Username" field with a placeholder "Username" and a "Password" field with a placeholder "Password". There are links for "Forgot your username/password?" and "Have a password reset token?". A "Sign In" button is present, along with a link for "Problems logging on?". A note states: "Note by signing in, you agree to our Terms & Conditions." To the right of the sign-in fields, there is a section titled "Not a member yet?" with the text: "Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription." Below this text is a green "Register here!" button. At the bottom of the page, there is a copyright notice: "Copyright © 2019 Simmetrix Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software for Clubs Management Version 9.12.15.1471-001 PAGE 1".

Joining BMC or renewing your membership couldn't be simpler, just visit the following web-site: <https://my.bristolmc.org.uk/> and follow these steps:

To Renew*:

- 1) Choose the Sign-In Option
- 2) Enter your Username and Password
- 3) Go To Subscriptions
- 4) Chose who to renew
- 5) Accept Offer
- 6) And Pay

To Join:**

- 1) Choose the Sign-In Option
- 2) Register Your Details
- 3) Go To Subscriptions
- 4) Accept Offer
- 5) And Pay

NOTES:

*Any member who has not paid their membership renewal by 31st March will cease to be a member of the club (See Under 4.7 of Bristol Motor Club's Articles of Association).

**The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association).

BMC 2020 Events Calendar

Date	Event
Tuesday 7th January	Club Night
Friday 17th January	Family Karting (Avonmouth)
Friday 24th January	Winter Navscatter
Tuesday 4th February	Awards Night
Tuesday 3rd March	Club Night
Saturday 21st March	Great Western Sprint
Tuesday 7th April	Club Night
Friday 24th April	Llandow Track Day
Sunday 3rd May	Westonzoyland AutoSOLO
Tuesday 5th May	Annual General Meeting and Buffet
Saturday 16th May	Llandow Sprint
Tuesday 2nd June	Club Night
Tuesday 7th July	Club Night
Saturday 18th July	Dick Mayo Sprint
Sunday 19th July	Classic and Performance Parade
Tuesday 4th August	Club Night & BBQ
Saturday 15th August	Llandow Sprint
Sunday 16th August	Pembrey Sprint
Tuesday 1st September	Club Night
Saturday 5th September	Wiscombe Hillclimb
Sunday 6th September	Wiscombe Hillclimb
Sunday 13th September	Westonzoyland AutoSOLO
Tuesday 6th October	Club Night
Friday 23rd October	Autumn NavScatter
Saturday 31st October	SuperCar Saturday
Tuesday 3rd November	Quiz Night
Sunday 8th November	Roy Fedden Sporting Car Trial
Sunday 29th November	Allen Classic Trial
Tuesday 1st December	General Meeting and Xmas Buffet