

Driving Mirror



Season Re-Start
May - June 2020

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(Cover shot by Steve Kilvington of Mike Smith at the 2018 Great Western Sprint)



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

Please send any words or photos you have to: Matt.Nichols1@btinternet.com

Chairman's Chat



As we hopefully come out of what has without doubt been an extremely challenging period for most with the economy still a slight cause for concern. I am very pleased to confirm we are actively re-starting our competitive season. I say re-start because we did manage to run a Navscatter in January. Little did we know how significant that was back then.

Recently, in one of our regular Zoom calls to discuss the Dick Mayo Sprint, we invited members of Castle Combe Circuit along to get their input to discover that their 'Closed' Race Meeting on Saturday 4th July is likely to be the very first Motorsport UK event to run since the lockdown. They were understandably feeling a degree of pressure because of that, and had made some pretty drastic changes.

For example, as a 'Closed' event, with no spectators, anyone attending will be restricted to just the paddock area. All other parts of the circuit are off-limit. So no watching on the bank at Camp, or strolling up to Quarry in between times. Do that and you make it hard to spot anyone by definition trespassing.

Equally, and this has caused a big reaction as you can imagine. For each car entered there is to be one driver and a maximum of one other person. Now think about a normal paddock on a race day. There must be 3,4 or 5 to one car checking, cleaning, fixing or making the tea. Which when you think about it means their race event is going to be a lot like one of our Sprints.

Which is a significant point. Yes we need to reduce the entry, follow the guidance (see opposite) ensure everyone keeps 2m apart, sign everyone on prior to the event, ensure double driven cars are sanitised in between runs, if not from the same household. But with some tuning we are a lot less impacted than many other disciplines. So don your marshal or race overalls & dust off the car, because its time to get going again.

Matt

Motorsport UK Guidance on Recommended Personal Protective Equipment (PPE). The following guidance is based on that provided by Public Health England, Public Health Wales, Health Protection Scotland, Academy of Medical Royal Colleges, Public Health Agency and NHS (May 2020).

This advice may change from time to time as government guidelines are amended and users should check back on the Motorsport UK website to ensure that they are adhering to the latest version.

The following guidance applies to EVERYONE:

- Should follow basic hygiene requirements for hand washing with soap and water or use of hand gel with a minimum alcohol content of 60%.
- Hand gel should be carried by everyone.
- Maintain social distancing wherever possible.
- Use appropriate PPE where indicated.

The following guidance applies to MARSHALS:

- Should always maintain social distancing.
- Where this is not possible, a face mask must be worn.
- If at any time protective heavy-duty gloves or overalls are considered to be contaminated, they should be placed and sealed in a plastic bag and washed according to manufacturers instructions.

**EVERYONE MUST BE MADE AWARE
COMMUNICATING WHEN WEARING A FACE MASK IS
MORE DIFFICULT.**



Radical Saga - Part 3

As Eastenders runs out of episodes, good that our own Mini-Series is alive and well as Simon this time shares the next Radical instalment. Enjoy.

Picking up from Dave's last article, just before our first test of the car at Llandovery. We bolted it back together, partially vinyl wrapped, and with the minimum done to it to make it ready, so that we could test it mechanically and prove that we didn't have any other issues. This meant buttoning up quite a few smaller jobs that needed doing, Josh had mentioned that with the high downforce undertray that we'd bought, that we would need to modify the rear mounting bracket to raise it a couple of inches.

This was a really good call, as there was virtually no ground clearance on the rear. We then moved on to mounting the water pump solidly, fitting the seat



Car finished 'enough' to test mechanically.

and harnesses, fitting bodywork catches, fitting the rear wing, putting lock stops in the rack, building the wheels and fitting the tyres, fitting an Anderson plug, and finally cutting back and fibre-glassing the inner wings at the front to allow the larger Pirelli slicks to turn on full lock without taking half the bodywork with them.

As always, these jobs take longer than anticipated, so at about 11pm we decided we were there and it was time to load up. We put the car on its wheels and the bodywork on, rolled it forward, to both sigh, what is that noise? What is rubbing on what? A quick investigation showed that the rear wheels with the Pirelli tyres were also larger and rubbing on the inner of the rear body, off that came and some judicial reworking with a hacksaw and we were ready to load, by now jaded and bored with the thing!

We checked the weather and booked Llandow for what looked like our best opportunity that week, cold but dry. John, as usual, was a star and let us get on with testing in our own time. We were joined a bit later by Julie Clemow and Martin Clemow, both taking the opportunity to get a bit of seat time before the season started in the MX5.

Dave took the Radical out first, after we had unloaded and warmed it up. Into first, few revs and off the line, into second, no? not second then? He coasted to a halt just after bus stop, fearing the worst we went out to investigate. We realised that it was a gear selection issue, so got it moving in first and brought it back in. Off with back, remove the gear change actuator, a bit of head scratching and adjustment and we put it back together. This time with a lot more success, a few gentle laps showing that the car was basically working.

We swapped over and I took it out for a few gentle laps, the brakes were incredibly wooden but the new pads were just starting to bed in and the tyres were pretty awful, being very old race compound Pirellis that were (politely) beyond their best.

The rest of the day went reasonably smoothly, after a bacon sandwich, coffee

and deliberate we went back for some more laps. Testing was really useful, it showed us that the engine was working well, the gearchange after some adjustment was working, the brakes were bedding in and it seemed to handle well. It did, however show up a few niggles that we would have to sort, it didn't want to start when hot, which we mistakenly thought might be lack of fuel, it struggled to keep its water and oil temps up with the big oil cooler and alloy rad (to the point where at the end of the day we had to stop because we couldn't get the oil sufficiently hot), and we still had some adjustment to do on the bodywork.

Feeling reasonably satisfied though, we packed up, putting the car in the trailer, only to hear firstly my phone go off, then Daves. Eventually Dave answered his, to me overhearing a conversation that went along the lines of "It's a Mercedes key, it's a vito van, yes I do seem to have your keys on the passenger seat" It turns out Martin had mistakenly taken Daves van keys and left his in the van. No problem you might say, just turn around and bring them back, where are you?
"Clutton." Oh well, a long wait, but at least that was the extent that went wrong with testing!



After a good amount of work following a successful

Thanks very much to Llandow for letting us wait in the car park for his re-

turn.

Knowing that we had Clay Pigeon in two weeks, there wasn't any time to sit back on our success, we had a fair few days work to finish off the car, finish the wrapping (next time someone says I've seen a YouTube video how difficult can it be. Don't believe them!), fit a thermostat and electric fan, lockwire



On test day, the Radical was ready for Clay Pigeon.

the suspension, tweak the bodywork positions, locate permanently the Anderson plug, fit the vents, build up the competition wheels, fit this years tyres, change the oil and give it a thorough check over. I won't go through it blow by blow but by the end of it, it felt that I'd moved in to Daves garage temporarily. But eventually we got it finished, loaded up and ready for Clay.

We thought we would use Clay for a bit of seat time, and to shake the car down. It wasn't an ASWMC event and was very early in the season. This was just as well, as when we turned up there was absolutely torrential rain. We unpacked the car, put on the wets and got it ready for Scrutineering, only to find out that due to the looming Covid lockdown, we had to self Scrutineer.

By the beginning of first practice we were absolutely drenched and to be hon-

est questioning our sanity about being there, Dave was out first, so off with the raincoat and hop in, warm the car up and get in the queue. We had already discussed it and agreed that we were going to be really sensible in practice bearing in mind the weather and it was the first time we'd competed in the car. True to his word, he started with a cautious and sensible 98.81, I followed with a 105.08.

We were miles away from Stewart Lillington's 93 for first practice, but hey, we weren't worried. The car felt ok, was handling neutrally in the wet and felt like it had a fair amount of grip, the only problem was it was virtually impossible to start on low throttle, not an issue that we'd noticed at Llandow.

After looking at the throttle, and finding no mechanical issues, still raining, Dave started to queue for second practice, which was where the car decided to show it's displeasure. While I stood next to it, it decided to emit a puff of smoke from under the rear bodywork. We switched it off, pulled the back off to find a puddle of oil on the exhaust and undertray.

Overfilling caused this when we'd changed the oil and filled the catch tank, which overflowed. This led to an extremely wet, hurried strip of the catch tank, undertray and everything to clean up. Luckily we managed this in time to get a second practice, ... just, with Dave putting in a more respectable 88.68 and a 95.01 for myself. By this stage we were soaked and pretty fed up so decided to dry out, have a cup of tea and consider the afternoon, I think if either of us had suggested it, we would happily have packed up at that point.

Anyway, we didn't and the day was starting to dry out, so we cracked on, Dave's first timed run was a stormer with an 83.18. Feeling the pressure a bit and now happy that the it handled well and the tyres were gripping I followed up with an 84.02. We checked the times and that put us 1st and 2nd overall at the event. From being pretty dejected, to really getting back in the game, talk about highs and lows.

We had already decided with the drying day that we were going to put the

new dry tyres on and run a couple of laps to get rid of the moulding compound on the new slicks. This left us with Dave putting in an 88.20, and an 85.96 for myself. Waiting for the rest of the field to finish to see if we were beaten, we were pretty happy, the car had proven it was showing signs of being quick, but the icing on the cake turned out to be that no one beat Dave's wet time, and I 'just' got beaten by Ben Bonfield in his Jedi on a drying lap by 3 hundredths.

This left us with FTD and 1st in Class and 3rd overall, what a way to start our time with the car!

Simon



From nearly going home early to securing both FTD and a 1st in Class.

Never in the UK

I can remember the day my mate Rob told me he was emigrating to Perth – Western Australia, it was a Wednesday morning as we shared a lift to work. At the time I was quite gutted but now I'm really glad he went.

I visited him in February this year and did a road trip North of Perth and it's this journey that the title refers to. Whilst you'd think there would be no language barrier to overcome, your Aussie loves shortening any word to save energy, barbeque to barbie, Freemantle to Freo, Industrial Estate to Indy are just a few. Flip flops are referred to as Thongs and ground that readily absorbs water is described as "thirsty"- never in the UK.

I headed North through the Goldfields to Gwalia where another example appeared. The township is preserved as left by the miners and here you find 'The Garage' where most items in need of repair were brought. Everything is at hand to pick up and inspect. Anyone with a house on 2 wheels would clear the place out in no time, but nothing goes missing – never in the UK.



At a place called Cue, I paused outside the Town Hall and unknown to me there was a Council meeting due to start. As I admired the building one of the arriving Councillors spoke to me and invited me to attend the meeting - never in the UK.

Further North I camped at the Karijini National Park arriving about 6.00pm with nobody on the entrance. Presuming it was too late when I noticed an 'Honesty box'. Just put your van Rego. (short for registration number) and \$15 in the envelope and job done – never in the UK.

Later, at Ningaloo National Park my neighbour asked if I wanted to go fishing. Accepting his offer I asked if I might carry something, "It's all in the boat, why would I carry it back and fore every day". Engine, fuel, rods, satnav, radio and coolbox were all left and the boat was secured by anchor - never in the UK.

Prior to my trip, my sons had found a clip of Ian Boyd on Youtube, he lives in Jurien Bay which was on my route back to Perth. He has a massive motorcycle collection which contains about 40 Vincent motorcycles. These are £50K plus here in the UK and the Guy who took me fishing had given me Ian's phone number.

If a complete stranger phoned you at 9.45 on a Sunday morning and asked to have a look around your garage what would you say? Well my unprintable response would start and end in 'F'. "See you in 15 mins matey", I was never prepared for what was awaiting me.

Later in Perth as I bought a polo shirt, the assistant noticed I was busy counting coins and asked how much I had. "That's close enough" was her response. A bill is always rounded off, \$17.46 to \$17.50 or \$17.45 to \$17.40, never in the UK.



My final example came on Wednesday evening when it was suggested we go to a 'drag night' and take his 12 year old son with us. My confusion was clarified when it turned out to be a drag strip with £20 entry per car - never in the UK.

I had many photos of Ian Boyds collection but take a look at him on YouTube and if you ever visit Perth it is well worth a stop.

Andrew Meek



Back and in an MX5

Don't buy a Mini Cooper S when you really want an MX5.

I'm back....and also I'm really not a great writer, but I'll give it a go.

Last spring, a discussion started at home to look at my return to some motor sport activities. Having taken a break of nearly 3 years we had reached a point that kids, work and family life had settled down and some motor sport was able to fill some of my free time (there isn't much).

Thus began the search for a suitable vehicle that would have dual usage on and off the track. After some time looking at various options, the final choice was made and a Mini Cooper S was bought.

On paper it seemed a suitable car for dual use, picking up kids from school and Autosolos (sprints at this point in time were not a possibility). After a promising test drive and some fast road testing, I believed I had found the right car that would work for family and fun.

Then at the Kemble Autosolo event in autumn of 2019, I took the Mini for its first competitive spin. Oh dear, not a lot of fun going on here. After a frustrating start I left early, something to do with feeling I would break the car if I pushed harder and the cost would be high (resulting in an unhappy wife, and the cost of having to fix it).

So I returned home and then continued explaining to my wife why I was back early and I needed a rear wheel drive car like an MX5. That conversation continued on and off until just before last Christmas, when I found one locally and at the right price. This began another chat about racing etc. etc. which then resulted in "oh go on then, if it will shut you up, Merry Christmas! ".

Result! So the MX5 was purchased and the modifications began. The car I bought had a few items already sorted, however a few things were missing that I needed to compete in the BMC MX5 Challenge: passenger seat, standard door cards and the suspension made hell of a knocking noise (cheap coil-overs).

Also, the soft top was missing! After finding replacement items, fitting some new suspension and a passenger seat came the soft top, (a hard top also came with the purchase). So simple, you would think?...

No, the roll bar that was also already fitted didn't let the soft top fold flat enough to let the hard top go back on. Bugger. So a few quid later, hole drilling, cutting (and cuts to the hands) a new TR lane roll bar was fitted. Just a note to anyone thinking of getting one- they fit lovely and it's not really that hard to do- with the right tools, that is.

Amazingly, everything worked and closed and nothing interfered when oper-



Josh Long joined Phil and nearly the barrier (!) at an early season Slip and Grip Track Day at Combe in March (Picture: Chris Presley).



Phil is really pleased with his latest MX5 - SLRS (Slightly Less Rusty Shed)
Picture: Chris Presley

ating. So, with a few other cosmetic items completed, the SLRS (Slightly Less Rusty Shed) was ready to go and compete. Back to Kemble I went. This had been the first available event that I could go from my list for the new season of 2020 (and what we didn't know was the one of the last for quite some time).

James Hurford and Andy Thompson had also entered Kemble, so I knew I would have my work cut out keeping up with them after such a long time away from competing. It was a great day and it felt brilliant to be back in a car I felt at home in. I made a few mistakes and wrong tested once, however no spin outs and as I recall it ended really close with only a second or two between all three of us.

With GWS coming up I managed to squeeze in another event at Clay Pigeon. I hadn't been there since just before the MX5 Challenge had started back in oh.....quite a few years ago (sorry Andy Laurence, my fault).

Again at Clay, it was a reasonably close event between a few of us. I spun on almost every run as it was wet! Also I hadn't competed here or in a sprint for a very long time. Unfortunately, that was the last competitive event I managed before the Covid lockdown.

Myself and a few others managed a track day at Castle Combe in March of this year. Again what a great day we had: the weather was great and we were all again very close together on lap times.

During lockdown I have tinkered with the car, changed ride height and tidied up the engine bay. I also managed to book in a MoT with new disks, pads and a full service.

Moe recently I managed to get a track day in on the 1st of June at Castle Combe and we were warned 3 times at the briefing about the recent additions to Es-ses and Bobbies.

I do warn you now that the 3-4inch high (75mm-100mm)

speed bumps that have now been fitted at the inside of these corners will probably rip your suspension off if you hit them.



Phil Oliver

Making the most of the Lockdown

Like many others I've used this unfortunate period of lockdown to get some overdue fettling done on the lotus over the last few weeks. Nothing quite on the scale of Messrs Greenslade and Clemow but I'm quite pleased to have got a few bits done...

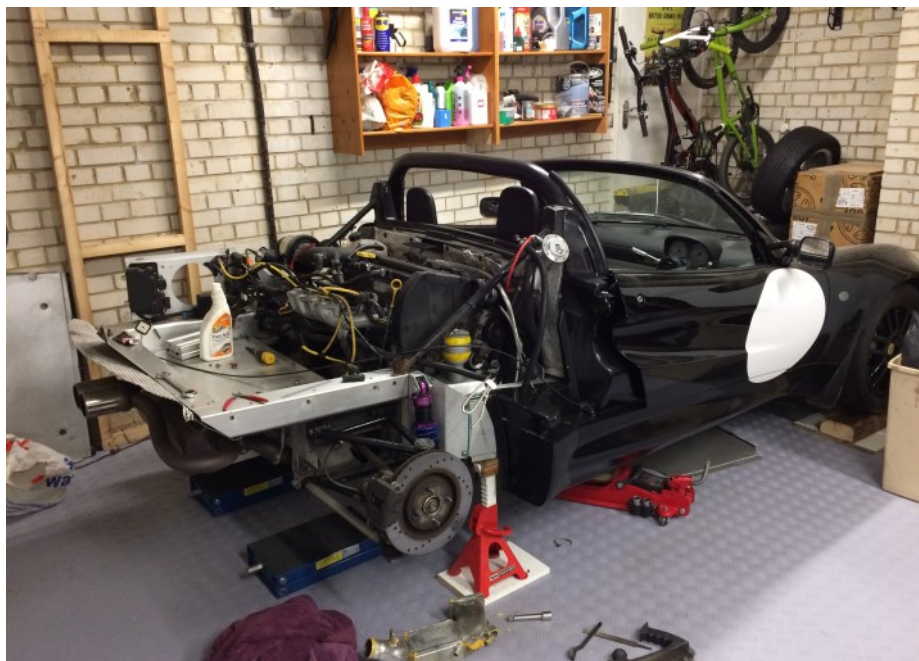
It's the first time I've had either clamshell off the car in the three years I've had her. I've replaced the fasteners with stainless ones and that's all gone back together nicely.

I've fitted a new bushing in the clutch pedal... so hopefully no more squeaks for a while, some new (standard) gear linkage parts to take out some slack has tightened up the gear lever. A coat of crackle black has replaced the awful yellow paint (smooth Hammerite...!) that was previously on the inlet manifold and charge-cooler. It's still not great but at least it's my bad paint job rather than someone else's.

I've also re-routed and heat-shielded the coolant pipes for the charge-cool (they were running right through the engine bay for no apparent reason). Having replaced some inlet hoses with better silicone ones and done some fettling on the pipework, I'd swear that I'm seeing an extra 1psi of boost at the top end... was there a leak? Have I found a few extra Norfolk ponies hiding in the old girl? An entry for the DMS might give me the chance to find out, please let it be dry on the day.

A big thank you to all the good folks at BMC for the continued hard work through the virus situation over the last few months, let's hope we can get back to enjoying some motorsport real soon.

John Goddard



First time either clamshell has been off in 3 years of ownership. But has John fixed a leak to release some more power? Only a dry DMS will tell.

FOR SALE:

205 50 15 Used Track Day Tyres.

4 x Yokohama AD08R - £50.00ono (All 4)

Last used 2017.

5 x Toyo R888 GG - £100.00ono (All 5)

Last used 2019.

eMail: Matt.Nichols1@btinternet.com

Motorcycle Memories

My motorcycling started in my early teens when my older cousin was given a BSA Bantam at sixteen (it was not until 1971 that learners had to be 17). He had a BSA catalogue from the local motorcycle shop which I read, engrossed. We were in the Lincolnshire Fens near Holbeach St Marks, there was virtually no traffic, so who would refuse a 'go' or three! Helmets weren't compulsory and the only policeman we had seen was in a Noddy Book. From then on I was hooked and became increasingly involved with bikes.

Fast forward to age 17 and I was living in rural Buckinghamshire. I passed my test on a Francis Barnett 197cc Villiers. Don't get the idea that I was a rich kid. Money came from working on the pumps at my local garage. Two shillings an hour (10p) but then you could get 5 gallons of Jet 91 for a pound. Tips were your own and you picked up some, customers could have a kind of mini-service on the forecourt. Working in a garage with older men gave me an education that wasn't available elsewhere! I could write a book about it.

My friends, Spot, Jam, Will and Tubs were all keen motorcyclists and we were in the sixth form together. It was possible to get to the famous motorcycle haunts, namely The Ace Café, The Busy Bee, and for music Eel Pie Island. We were lucky to have been there in the early days. We met the Rev Bill Shergold at The Ace and belonged to the 59 Club. I have to admit that our motorcycles were all of questionable reliability, so most of the time we travelled in Spot's A35 van.

It was on these trips that I became reacquainted with the BSA Gold Star which I had only seen in that catalogue.

This was for real, there were exotic machines, all British except for some Italian stuff. BSA, Ariel, Norton, Matchless and many others. The atmosphere was electric with heady sounds and smells including Castrol R (a scent really). Then there were the café racers, a kind of bike that was built for style and performance. Many were quite beautiful and the beginnings of 'customisation'.

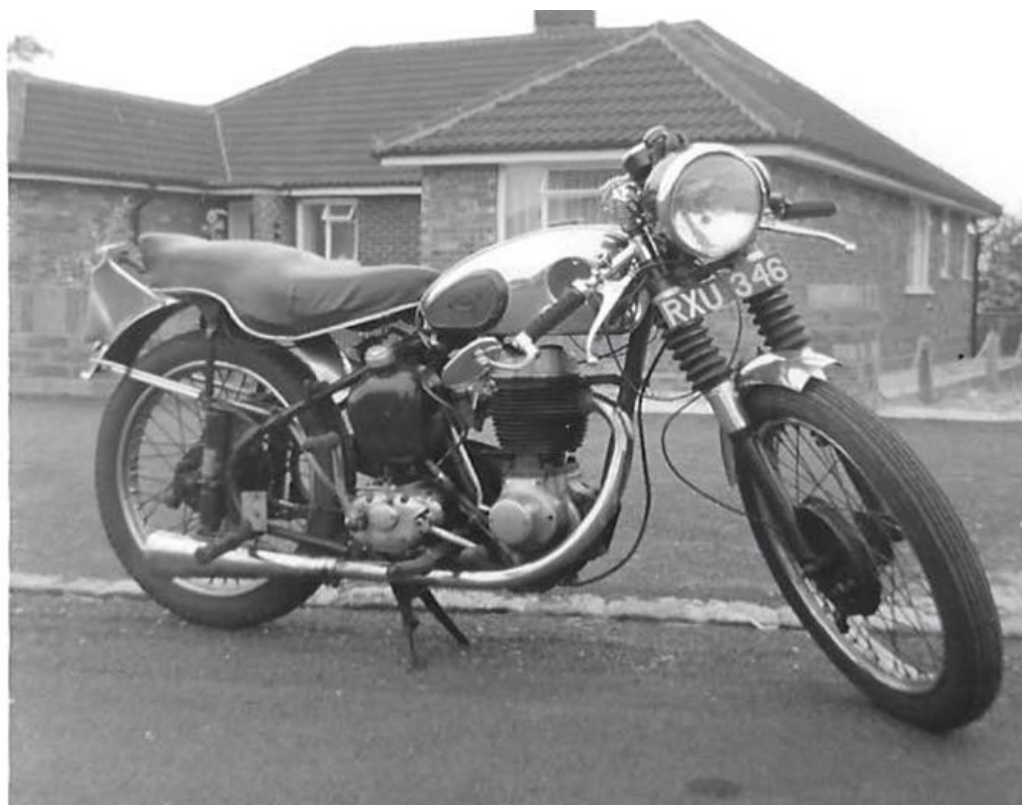
This is a modern photo:



I was running a 250cc BSA (C11G) which was a dull maroon and far from a 'racer' but I had a go at giving it a facelift. All things interesting were available from the local motorcycle shop in High Wycombe which was visited on the way home from school. The result follows, not a patch on a Gold Star though. It was sold and the new owner put on a handlebar mirror and AA badge, much to my horror.

My love of 4 stroke singles led to an Ariel VH Red Hunter 500cc and that was the last of my motorcycles, having had a BSA Bantam, Greeves 250 Scambler and a James 98 in between. They didn't cost much. The Ariel was £3 but needing new corks for the clutch friction plate. You learnt as you went along.

My café racer and it was fast enough for me ...



Now follows the real deal. This is a factory standard bike:





The beauty of form and function still captivates. This one has just sold for £18,000. So I'm not the only one, its just the other guy had the spare 18K!

I am still in touch with three of those friends. One lives in NZ and Will still has his BSA Bantam which he bought new back then, to get to work. Maybe it is the only one own-



er example left? It is good condition and he has refused all offers ... so far.

There is more to tell, maybe another day.

John Bingham

Drive-By

“More strawberries darling ...?”

And the lockdown continues. It's very difficult times for so many people and the current restrictions can be hugely frustrating as we try to keep ourselves occupied and on the right side of sanity, especially if you're keen on remaining as safe as possible and minimising your time beyond the boundaries of your own property. Lockdown being even worse of course for people who suffer from anxiety or medical issues and for whom the situation must be exponentially worrying? Difficult times, indeed.

A lot of people have found solace in things like physical exercise, creating artwork, gardening, writing, and enjoying nature or some such outlet to help fill in the hours and lift their spirits.

For my own part, I have to say that a slight modification to my diet has worked absolute wonders and that my heartily recommended solution to

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keeping the blues at bay is to consume plenty of fruit, fruit juice and vegetables.

To give you an idea of how this has helped immeasurably in reducing any worries I may have had about this whole coronavirus thing to about the same level of concern I usually reserve for my weekly washing, not to mention the great night's sleep I now enjoy, here are the highlights of the extra fruit and vegetables I enjoyed consuming yesterday in addition to those in the main meals.

BREAKFAST – a fresh stick of celery in my breakfast Bloody Mary.

ELEVENSES – a large sprig of fresh mint in my Bourbon Mint Julep.

LUNCH – freshly squeezed orange juice in my pre-lunch Bucks Fizz and a bottle of grape juice* with lunch (*actually a rather decent Burgundy...).

AFTERNOON TEA – Fresh strawberries and cucumber sliced into in a large jug of Pimm's.

DINNER – plenty of freshly squeezed orange juice, a slice of orange and a cherry on a cocktail stick in my pre-dinner Whisky Sour, sliced fresh strawberries in the Champagne and another couple of bottles of 'grape juice' with the meal.

SUPPER – a slice of lemon and freshly squeezed lemon juice in a large Hot Toddy. Or two.

Trust me on this, follow the above guidelines, suitably altered for your own tastes of course, and I guarantee any anxiety all but disappears, you sleep like the proverbial log every night and all that extra fruit and veg has got to be good for you – you're welcome!

Of course, the various government restrictions are now starting to be gradually lifted (I won't go into detail here as things are likely to change between my writing this and your reading it) and it appears we are on to run this year's Dick Mayo Sprint in July, albeit suitably reorganised to keep everybody safe in all circumstances on the day.

I truly hope we can go ahead and we get the number of great volunteers for all the roles required to run this sprint event, as I can't be the only person for whom this will be a great release from the worry and tedium of the past few months.

Interestingly for myself, before the crisis hit and banished us to never stray beyond our personal domains, I did think I would be arriving at Castle Combe this year in my new chariot of choice as the lease on my company car finalises in mid-June (pretty much as I'm writing this article) but, due to the current restrictions, my company has now agreed an extension to the car leases for at least the next three months so I'm continuing to use the Mazda Six (The Scarlett Rattler) for the meantime.

Without raking over the old coals of my previous discussions in Drive By on this subject, I've obviously been doing a lot of homework on possible replacements for the Mazda and I think I'll hold fire with telling you more until the deed is done and I can regale you all at length with the joys and merits of the next instalment in my personal automotive history - something to look forward to, you lucky people. What? Oh, don't be like that...

Returning to keeping ourselves occupied during lockdown, with daytime television obviously being sponsored by employers in order to get employees on sick leave to return to work in the shortest possible time (have you seen just how rubbish daytime television is – it's the only possible explanation?), something that did crop up recently, whilst trawling through various car related websites checking my ever-changing, new-car choosing criteria, was an interesting article on the Top Gear website where the various magazine staff have to nominate their favourite three-car dream garage, and the reasons for their selections. Hmm...

The Top Gear exercise had not set any stipulations or criteria other than only three cars (obviously...) so no budget limits and you can choose whatever tickles your pickle from any category of cars you wish.

The magazine staffers had certainly sorted a good cross-selection of interesting cars between them and I thought it might be fun to take a moment or two and sort out my own choices for my all-time three-car dream garage.

At first glance, it would be easy to choose three of the top supercars (hypercars, even) but that would be more than likely a little restrictive in practice so, first off would be a daily driver; something that would fulfil all duties whenever and whatever required.

After due deliberation, I decided one might as well have something spacious as well as luxurious and as I'm not getting any younger, perhaps something a little...taller. And that would be a Bentley Bentayga, then. A contentious choice perhaps, given it's a bit, uhm, 'a face only a mother could love' but from the reviews I've read there's no doubt about its capabilities and sheer grace (well, on the inside – it has exceptional quality and luxury), space and pace (sorry for pinching your old tagline, Jaguar).

Next on my list would be a classic car and this choice turned out to be extraordinarily difficult as it's the category where my main interest in cars remains and, as you've probably read in my previous Drive By articles on the subject, encompasses a veritable raft of rarities from the 1920s to probably the early part of this century, with sports racers from the 1950s and 60s being my personal favourites.

However, not being able to ignore the fact that most sports racers weren't exactly designed for someone of my age and, er...frame, I finally decided on the 1930 'Blue Train' Bentley Sportsman Coupe, a rakish and rather beautiful coupe built for then Bentley company owner, Wolfe Barnato to celebrate his victory against the famous Le Train Bleu on its run from Cannes to London – it's worth looking up this unofficial race on the internet, a cracking 'boy's own' type story.

Sorted, now that just leaves me with my final choice for my three-car dream garage and now we've covered a daily driver and a superb classic car, if I thought choosing my favourite classic car was difficult, my third choice turned out to require a little more thought than I appreciated.

I mean, how about that supercar? Just pick any of the main protagonists in this sector, Bugatti, Ferrari, Porsche, McLaren, Aston Martin and Koenigsegg to name but a few, and select their ultimate model, easy.

The problem with this idea being, apart from the initial adrenalin rush for the first few months from the massive performance these cars no doubt offer, they quite honestly don't hold a lot of interest for me as a longer term ownership proposition?

So, the third car in my three-car dream garage is? Surprisingly enough, a mainstream(ish) modern - the current Aston Martin DBS Superleggera.

I know, there are certainly other cars out there, either current or classic, that are faster, more expensive, rarer or whatever, but an utterly gorgeous and usable super-coupe for long distance blats or generally hooning around (and a 715bhp V12 is likely very good at a bit of hooning...) seems like a good fit for me.

There you go, my three-car dream garage, two Bentleys and an Aston Martin – all British and all expensive, so no surprise there then.

Given that we've all likely got a bit of extra spare time on our hands at the moment, why don't you come up with you own three-car dream garage selection and jot it down on a few lines together with your reasoning for your choices to Matt.Nichols1@btinternet.com for the next edition of Driving Mirror, there's no right or wrong, it's all down to personal choice.

Stay safe everyone, and I'm looking forward to meeting with you all again as soon as we're able to...

Chris Dymock

Caption Competition

Caption this photograph of Alan Want's two sons working on a Mini. Andrew is under the mini and his younger brother Matt standing in front. It is in fact Matt's car. 10 BMC Reward Points to the winner whose caption will be published next time.



Of course no surprise that at least one of Alan's sons would own an original Mini. You've only got to remember that Garage photo from last time:



Join BMC

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 for Facebook, Twitter, Instagram, and LinkedIn. The main header features the Bristol Motor Club crest and the text "Bristol Motor Club" and "Promoting club motorsport since 1911". Below this, the page is titled "Sign in to Bristol Motor Club". There are two main sections: "Username" and "Password". The "Username" section has a text input field with a red border and a red icon, followed by the text "You must enter a username" and a link "Forgotten your username/password?". The "Password" section has a text input field with a red border and a red icon, followed by the text "You must enter a password" and a link "Have a password reset token?". Below these sections is a blue "Sign In" button and a link "Problems logging on?". To the right of the sign-in section, 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." and a green "Register here!" button. At the bottom of the page, there is a small copyright notice: "Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE".

Joining BMC couldn't be simpler, just visit our dedicated membership and event entry website: <https://my.bristolmc.org.uk/> and follow these steps:

To Join BMC*:

- 1) Visit <https://my.bristolmc.org.uk/>
- 2) Choose the Sign-In Option
- 3) Select Register Here
- 4) Complete the Registration Process
- 5) Go To Subscriptions
- 6) Accept Our Offer of Membership
- 7) Pay using a Debit/ Credit Card

NOTES:

*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association). Anyone under 18 years of age will need to download our U18 Application form and include Parental Consent.

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

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

DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

For further information email ajthompson73@virginmedia.com

Please post the completed form with your payment to: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS32 8AX.

FOR CLUB USE	Date received	Membership No(s).
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Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

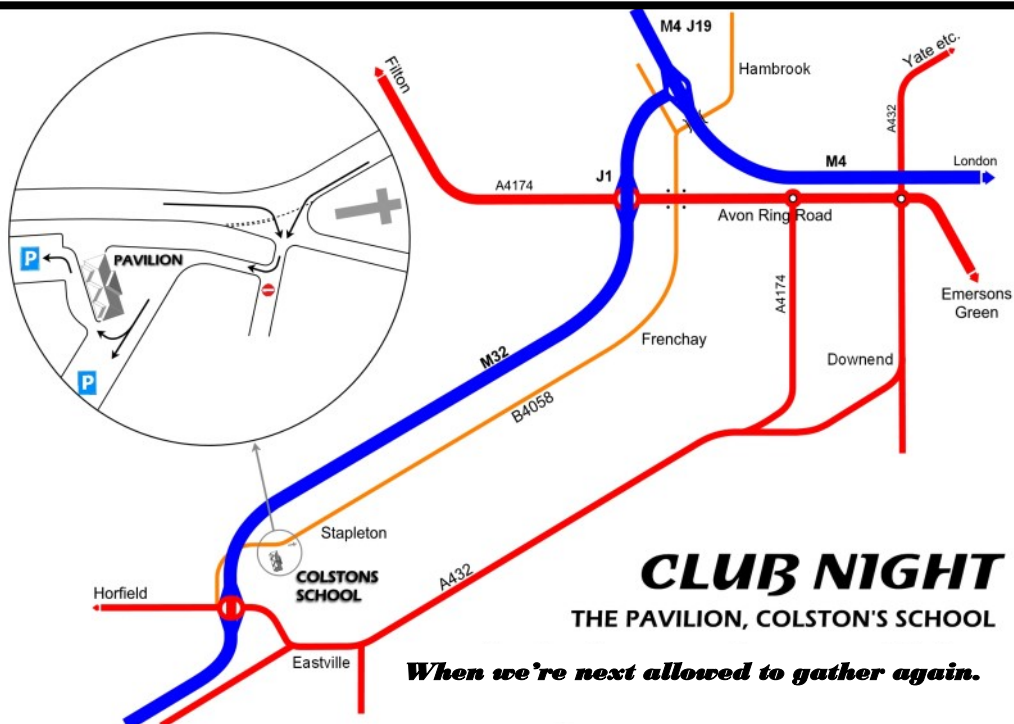
Security for your information

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.



Need somewhere to store your competition vehicle?

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

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

BMC 2020 Events Calendar

Date	Event	Status
Tuesday 7th January	Club Night	Ran
Friday 17th January	Family Karting (Avonmouth)	Ran
Friday 24th January	Winter Navscatter	Ran
Tuesday 4th February	Awards Night	Ran
Tuesday 3rd March	Club Night	Ran
Saturday 21st March	Great Western Sprint	Cancelled
Tuesday 7th April	Club Night	Cancelled
Friday 24th April	Llandow Track Day	NOW 7th AUG*
Tuesday 5th May	Annual General Meeting and Buffet	NOW 1st DEC*
Sunday 10th May	Westonzoyland AutoSOLO	Cancelled
Saturday 16th May	Llandow Sprint	Cancelled
Tuesday 2nd June	Club Night	Cancelled
Tuesday 7th July	Club Night	Cancelled
Saturday 18th July	Dick Mayo Sprint	Plan is to Run*
Sunday 19th July	Classic and Performance Parade	Cancelled
Tuesday 4th August	Club Night & BBQ	Cancelled
Friday 7th August	Llandow Track Day	Plan is to Run*
Saturday 15th August	Llandow Sprint	Plan is to Run*
Sunday 16th August	Pembrey Sprint	Plan is to Run*
Tuesday 1st September	Club Night	Cancelled
Saturday 5th September	Wiscombe Hillclimb	Plan is to Run*
Sunday 6th September	Wiscombe Hillclimb	Plan is to Run*
Sunday 13th September	Westonzoyland AutoSOLO	Plan is to Run*
Tuesday 6th October	Club Night	Subject to Guidance*
Friday 23rd October	Autumn NavScatter	Subject to Guidance*
Saturday 31st October	SuperCar Saturday	Subject to Guidance*
Tuesday 3rd November	Quiz Night	Subject to Guidance*
Sunday 8th November	Roy Fedden Sporting Car Trial	Subject to Guidance*
Sunday 29th November	Allen Classic Trial	Subject to Guidance*
Tuesday 1st December	AGM and Xmas Buffet	Subject to Guidance*

**All our events are currently subject to Government & Motorsport UK guidance on COVID-19*