

Driving Mirror



Back on it

July - Aug 2020

Llandow Track Day - Dick Mayo Sprint - Mike Smith - Drive-By

BMC Officers and Committee Members

PRESIDENT	Allen Harris 07970 198 718
CHAIRMAN Newsletter & Magazine Editor	Matt Nichols 07989 601 774
VICE CHAIRMAN ACTC Representative & Club Archivist	Pete Hart 0117 937 2611
TREASURER	Mark Tooth 01454 329 231
SECRETARY Quartermaster, Chief Marshal & CMSG Representative	Mark Benstock..... 01454 311712
LEGAL & COMPLIANCE	Paul Hemmings 0117 956 6045 Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP
COMPETITION SECRETARY & ASWMC Representative	Paul Parker 01275 843 478
MEMBERSHIP SECRETARY	Andy Thompson.....07834 505829 46 Arden Close, Bradley Stoke, Bristol. BS32 8AX.
RP COORDINATOR	Carlie Hart 0117 937 2611
AWARDS SECRETARY	Dave Greenslade 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
WEBMASTERS	Andy Laurence/ Andrew O'Malley
PRESS & PUBLICITY SOCIAL SECRETARY COMMITTEE	Vacant Post Vacant Post Chris Buckley Ady Taylor Paul Sunshine Mike Cole Simon Clemow Claire Tooth



(Cover shot by Elen Worthington of Stephen Miles who secured FTD at Pembrey)



**Recognised
Club**

**bristolmc.org.uk
my.bristolmc.org.uk**

In_This_Issue

Page 4. Chairman's Chat

Navigating the choppy seas of a Covid-19 Motorsport season re-start.

Page 5. Motorsport UK

Latest guidance for competitors.

Page 6. Llandow Track Day

Trevor McMaster has to react quickly to the late date change.

Page 10. Dick Mayo Sprint

Chris Bennett picks up the story, pictures from Steve Cox, Kilvy and Kerb Cam.

Page 18. Mike Smith on his own season re-start

It's all in the preparation you know.

Page 22. MX5s for Sale

Fancy having a go at our Challenge, here's not one, but two to get you started.

Page 24. Drive By

Chris is busy trying to move house (again) so it's a Crossword this time (again).

Page 25. Caption Competition

And the winning caption is.

Page 28. Join BMC

Whether online or on a form, we don't mind. Pass onto anyone who looks keen.

Page 32. 2020 Events Calendar

Here's the current view, correct at 16-08-20 - 09:57...!

**The next Driving Mirror deadline is
Friday 2nd October 2020.**

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

Chairman's Chat



It would appear the success or otherwise we are having re-starting our competitive season is in part dependant on what the events are, and also where they're being held. We are after all currently subject to UK Government Guidance, Devolved (Welsh) Government Guidance, in some cases Local Government Approval, and of course a valid Motorsport UK permit.

We re-started 2020 well. Castle Combe was simply subject to UK Government and Motorsport UK Guidance. We duly put appropriate measures in place, including reducing the maximum entry, and therefore the opportunity to return a profit, and so purely for the love of it ran a very successful Dick Mayo Sprint with four timed runs no less. If you were there in any capacity then thank you, this proved to be a very strong re-start indeed.

We then temporarily moved outside of Motorsport UK influence to re-schedule our postponed from April Llandow Track Day to run in August instead. A late date change from the 7th to the 6th meant a few members couldn't make it, which was a real shame, but after some re-balancing we managed to field a full 28 drivers and 2 helpers to fall right on the limit of the Welsh Government maximum of 30 attending any organised outdoor event. The Track Day went well, a massive thanks again to everyone who was there, I understand a very enjoyable day.

It's next that things became complicated. For events to go ahead in Wales certain formalities are required. Even though negotiations had progressed it proved impossible to achieve Local Authority approval in the time available, so with deep regret and a heavy heart the inaugural summer Llandow Sprint was cancelled at the 11th hour. Damn it.

I'm pleased to report Pembrey on the other hand did go ahead, ran smoothly and also saw some cracking performances by BMC members. Thanks once again if you were there in any role. Full report next time. Oh the joys...!

Matt

The following important guidance is supplied to support competitors attending motorsport events:

- Stay at home if you know you have been exposed to COVID-19 in the previous 14 days, if you are showing symptoms as indicated in Government guidelines, or if you suspect you might be infected and are awaiting results of a coronavirus test.
- Complete the self-declaration form electronically including the details of your team members for Test and Trace purposes; if you become ill at the Event, withdraw, notify the Organiser and contact NHS for a test.
- Complete the vehicle and PPE declaration and note that Scrutineers will only be undertaking selected checks. For any doubts about compliance, contact the event scrutineer before the event.
- Check the SRs or Final Instructions for the Judicial and Results Procedures to be adopted. All documents will be electronic including results.
- If you are involved in an incident you **MUST** indicate to the marshal if you are OK by signalling with a thumbs-up. If you can safely exit your vehicle, do so and then stand in a suitable location.
- Respect social distancing at all times.
- We strongly recommend the use of a face covering (e.g. mask or balaclava) when inside venue/organiser buildings or if you are unable to maintain the applicable government social distancing guidance.
- Avoid touching fixed equipment including gates, barriers or benches.
- Remember to take with you a PPE mask/balaclava, Gloves, Hand sanitiser, Basic first aid kit, and your own hydration/food.



Llandow Track Day

How frustrating, I haven't been out at in any competition since lockdown, so thought a club Track Day would be a good and safe compromise.

My plan was to have a Tow Bar fitted to my Motorhome on Weds 5th Aug before departing along with my Wife, 2-dogs & I Ginetta for 4 nights at Llandow Camping on Thurs 6th Aug to attend the Track Day on Friday 7th. What could possibly go wrong.

Well, the date changed from Friday 7th to Thursday 6th. So my new challenge and question was, could we still get to Llandow after fitting the Tow Bar on Weds morning? However, at this point we'd have nowhere to stay Weds night? I would first have to see if Llandow Camping could fit us in.

Some good news. The campsite were able to bring forward my booking.

Next up, the Tow Bar. Despite the enforced "bring-it-forward-a-day" I managed to get my Motorhome to Bristol for a new Tow Bar to be fitted, then returned to Melksham and loaded up the Ginetta and hooked up the trailer.

Leaving that inevitable suspicion and question, what else is going to go wrong? Actually other than sheets of rain between Newport & Cardiff, nothing at all, we pulled safely into the campsite at 4.30pm.

Even better news, the Track Day was completely fault free (for me and the Ginetta – wow..!) being well organised, not only by the Circuit, but also by Mark (Benstock) who kept us all well informed and briefed. In terms of the weather, it started dull with a little drizzle, but the track was mostly dry and very quick.

My thanks to Mark and others in the Organising Team, a job well done.

Trevor McMaster



Trevor at Llandow. Made it (just) despite the late date change.



Opportunity to get some decent wheel time (Pictures: Peter Dickinson)





Dick Mayo Sprint

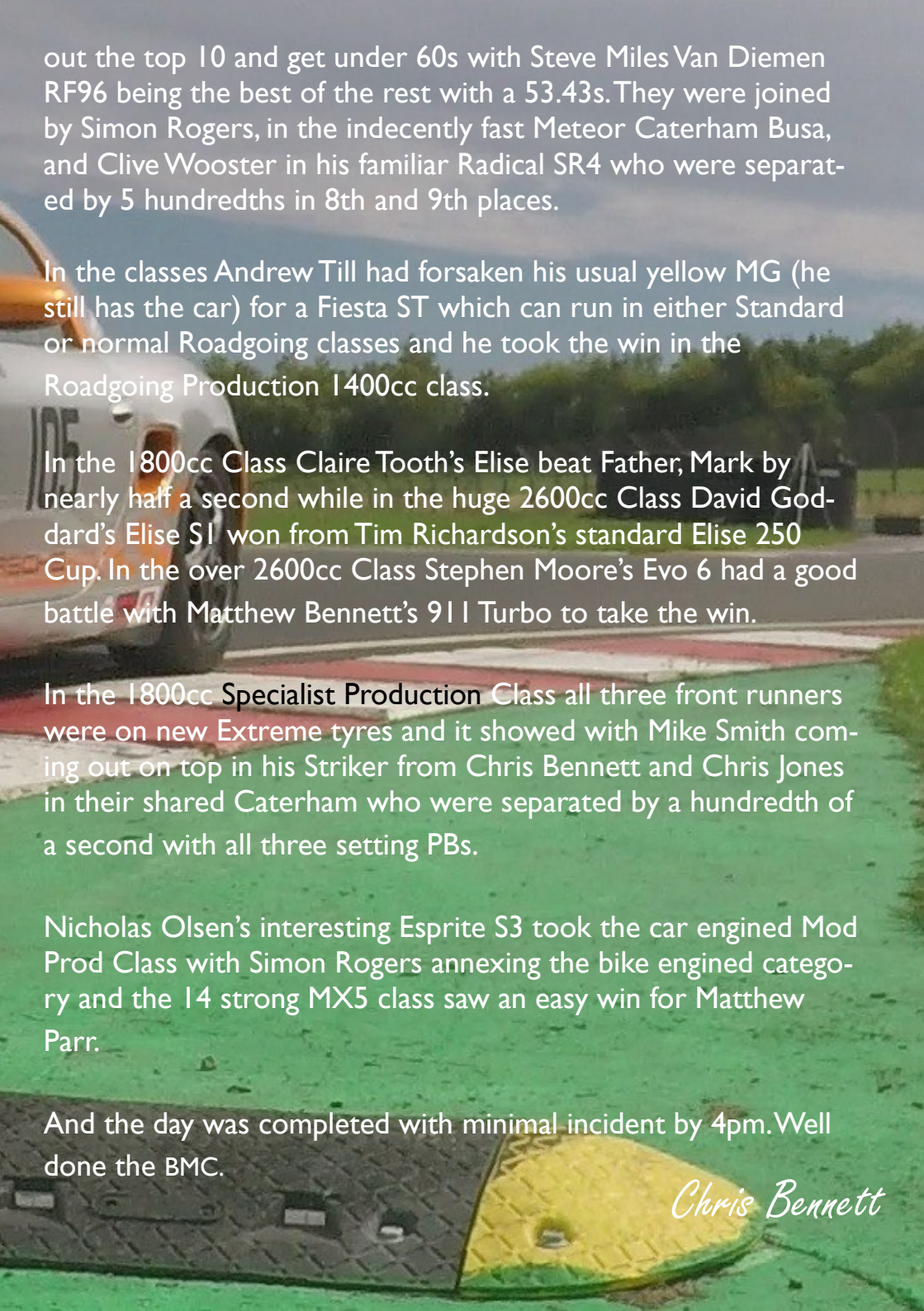
Sprinting returned to Castle Combe on Saturday July 18th for Bristol Motor Club's traditional Dick Mayo Sprint. After an overcast and slightly drizzly start the weather improved to almost perfect conditions for the single practice and four timed runs on offer.

The BMC had worked hard during the preceding day, with plenty of volunteers, to establish an effective and safe environment for the 112 competitors with a one way system around the paddock, regularly cleaned and sanitised toilet facilities and non contact scrutineering.

The starting procedure involved lining up as usual, a chocked front wheel and a raised 'lollipop board' to start and this all worked satisfactorily. A couple of changes from previous years were in evidence. In the chicanes, beyond the red & white kerbs, there is green painted tarmac, normally out of bounds but this year they contained some nasty looking 'sausages' to catch out the unwary. There was also a live video feed of events being broadcast, with commentary, on a number of streaming platforms.

From the entry list it looked as if FTD would be a fight between the two SBD Dallara drivers, Steve Broughton and Matt Hillam. Following a number of updates to the aero and suspension geometry to make full use of the Pirelli tyres' grip this is how it turned out with both drivers leading the standings on occasion and setting new course records. On his final run Steve Broughton lowered the mark to 52.40s to take FTD.

Behind this pair another 7 single seaters were all trying to round



out the top 10 and get under 60s with Steve Miles Van Diemen RF96 being the best of the rest with a 53.43s. They were joined by Simon Rogers, in the indecently fast Meteor Caterham Busa, and Clive Wooster in his familiar Radical SR4 who were separated by 5 hundredths in 8th and 9th places.

In the classes Andrew Till had forsaken his usual yellow MG (he still has the car) for a Fiesta ST which can run in either Standard or normal Roadgoing classes and he took the win in the Roadgoing Production 1400cc class.

In the 1800cc Class Claire Tooth's Elise beat Father, Mark by nearly half a second while in the huge 2600cc Class David Goddard's Elise S1 won from Tim Richardson's standard Elise 250 Cup. In the over 2600cc Class Stephen Moore's Evo 6 had a good battle with Matthew Bennett's 911 Turbo to take the win.

In the 1800cc Specialist Production Class all three front runners were on new Extreme tyres and it showed with Mike Smith coming out on top in his Striker from Chris Bennett and Chris Jones in their shared Caterham who were separated by a hundredth of a second with all three setting PBs.

Nicholas Olsen's interesting Esprite S3 took the car engined Mod Prod Class with Simon Rogers annexing the bike engined category and the 14 strong MX5 class saw an easy win for Matthew Parr.

And the day was completed with minimal incident by 4pm. Well done the BMC.


Chris Bennett

A bright green open-wheel race car is shown from a side-rear perspective, driving on a grey asphalt track. The car has black tires and a black rear wing. The background is a blurred green field and a brownish hillside, suggesting a rural racing circuit. Two large speech bubbles are overlaid on the image, one at the top and one at the bottom.

Please pass my thanks on to the organising team and the volunteers. It was a pleasure to participate at the event. From my point of view it actually flowed better than a non-covid event. No delays or hold ups, nice long lunch break, four timed runs, everyone appeared to behave themselves. It was actually one of the best run events I've attended.
Graham

A great event put on yesterday at Combe. It was a great success and considering the hoops you had to jump through we competitors just breezed through the day. Please pass on my thanks to the team who made the day happen. I can only assume some the procedures may stay going forward- so much easier to sign on electronically!
regards Clive

Martin Pickles winner of Cla



Thank you for a lovely day yesterday. It ran very efficiently without being at all officious - and all the marshals and officials were helpful and friendly - please pass on our thanks. The usual club we compete with could learn some lessons from you! Grateful thanks,
Colin and Julia Wolstenholme

Thank you so much for making today happen. So many organisers have shied away...you guys didn't and organised a cracking day.
Thanks again
Tim

Class E1 (Picture: Steve Cox)



More class winners clockwise from
dard, Stephen Moore, Clive Wooster
son, Matt Parr and Claire Tooth (Cer





Top Left: Andrew Till, David God-
er, Tim Monk, Ben Rolls, Nicolas Ol-
entre). All Pictures: Steve Kilvington.



Steve Kilvington
STEVE KILVINGTON PHOTOGRAPHY

Kerb Strike!



BRISTOL MOTOR CLUB

Promoting affordable motorsport since 1911



Class C4 winner Simon Rogers exploring the bou



ndaries...! Picture: Steve Cox (Inset: Kerb Cam)

Mike Smith on his own season re-start

After much anticipation the season has finally started. It all happened with a bit of a jolt over here in Wiltshire.

Fortunately, I was well prepared Striker, Transit and trailer all having being the change of activity away from lockdown decorating. I failed to get Bob to take up the offer on the Bellerby suite (beautiful views of the North Wiltshire Downs) so Simon and Elen got an automatic upgrade. They would arrive on the Friday before the event about midday.

The Provisional Welsh Championship Calendar which Mrs Worthington provided clearly states DMS on July 25th - it's on the noticeboard in the kitchen so must be right.

It was a shock to the system to get a phone call from Elen on the evening of Thursday 16th to say they were coming tomorrow. Just after this I got a phone call from Paul Barker to say my new rear super softs were on the rims and ready to collect. Someone was looking down and making things



Mike Smith taking B2 honours at t

right.

Next call after Paul's was Tesco's for components for the regulation Lasagne which we always have the night before GWS and DMS. Keeping Mr W. happy pays enormous benefits when the car plays up!!



he DMS (Picture: Steve Kilvington)

Winter and lock down jobs on the Striker was a fairly long list.

The front suspension was rebuilt with roller bearings in the top wish bones and followed up with a back to basics setup of the whole front end, which revealed a bend in one of the wish-bones which was the cause of a handling imbalance. A trip to Paul Barker's press made both sides the same at the very least and then followed hours and hours of measuring with spirit

levels, strings and laser levels. It was a game of 3D chess because when you move one setting it changes others. You go round and round until the point arrives when it is good enough (you hope).

New longer travel rear shockers were obtained from Protech in Melksham. These had been fitted with shorter springs and some very light assister springs to try and get over the problem encountered by live axle Strikers; in that they lift the inside wheel on hairpin bends. I estimate this costs me at least one second on each run up Wiscombe.

The assister springs in theory should keep the inside wheel in contact and stop me from experiencing what it must be like to own a Morgan 3-wheeler. They also allow the normal ride height and springing to be applied to the car. Another game of 3D chess to get this lot to work followed, hopefully without destroying the normal handling of the car off the start and round fast corners,

Normal maintenance had determined that some petrol pipes were replaced and a new diffuser manufactured for the rear of the car as the old one had seen too many visits to gravel and grass to be presentable any more.

When Simon and Elen arrived on Friday lunchtime the Lasagne was done for the evening meal and Simon and I set about a spanner check of the suspension and the diffuser. Loading up and getting all required tools in the Transit took up the rest of the afternoon and the evening was spent eating drinking and an early night for a 7am start.

Saturday morning had an “all our yesterday’s feeling” as joining my class was Chris Bennett and his Force co-driver Chris Jones. I would like to say that I have had many battles with the Jones Boy in the past. We have been in the same class but the battles were rather one sided.

The Chris’s (Trolley dolly Mrs Bennett included) had a new set of Extremes. What pressure do you run on these tyres? was the question. So I told them. The look on their faces gave away the fact that they did not believe me. My answer was Extreme but true – so are the tyres.

Fresh out of hospital last year I managed third place in the class and only just beat Chris Bennett with a time of 68 something. I opened with a 68 and the Chris's were 2 seconds adrift. I got down to a 66.09, which is a good ½ second faster than Richard Jones who won the class with last year.

I spent the entire journey back to Calne on the phone to Bob explaining in great detail how I had beaten the Jones Boy by 1 ½ secs.

The return of a good result for all the winter/lockdown work was the icing on the cake of a superbly run event. The feeling of relief of a return to normality was tangible, everyone had smiles and we all managed a distant chat or two.

The new start system was a needed breath of fresh air, getting rid of all that prating about. Some drivers were bit clumsy with their heavy racing clutches (sorry Pete). I am sure I was either quicker or slower because of the starting system (I could not hazard a guess at which). Importantly it was the same for everyone and keeps up the tempo of the event.

To the club congratulations on a superb event. One practice and four timed runs plus an early afternoon finish puts you up there with Longton MC in terms of value for money. IMHO, Longton are the best of the best and DMS could be compared with them particularly the slick organisation.

Well done and thank you all.

Mike Smith

Is it time to take the plu



FOR SALE:

2002 Mazda MX5 1839cc

58,685 miles, Service History

Green with Hardtop

Very Good Condition

Any Reasonable Offer

Tel: Fred Forse 01179 025 901

ge and join our MX5s?



FOR SALE:

2004 Mazda MX5 VT Sport 1839cc

80,000 miles

Solid car, sills replaced

Adjustable Suspension

Spare wheels

£2500.00

Tel: David Poplar 01275 855 143

Drive-By

“Dear Lord, you’re kidding, right?”

Blimey, busy times recently. There’s certainly no doubting that we’re all very much now living in a ‘new normal’ and that the rules of such will continue to change until the discovery of an effective vaccine.

For myself, the lockdown was implemented only a few weeks following the completion of the sale of my house and my moving in with Lynnette, and as my workload fell off a cliff within a week or so of the start of lockdown, meant that I subsequently spent the next ten weeks on furlough.

Which, although was actually an enjoyable time usually involving having leisurely meals in the garden as we enjoyed an exceptional spring, did also bring our house hunting to a somewhat abrupt stop. However, I’ve now returned to work and the hunt for our next property is back on in earnest.

It’s been quite a number of years since I’ve been involved in the property market, and what has come as a bit of a surprise is that nowadays it’s apparently preferable to have your own house sold subject to contract in order to make an offer for the next house you wish to purchase.

Accordingly, we tidied up Lynnette’s house for best presentation, as you do, and advertised it on the Monday. Which leads me to my opening exclamation as we had an asking price offer on the Thursday of the same week – result!

Our house hunting is proceeding apace and a couple of the positives for myself in our ‘new normal’ is that my work will now be split between time in the office and home working, and which has opened up some new search areas for our next mansion (best description I can use for a property that encompasses all of the requirements set by Lynnette – God help me...).

As I will now only be commuting for three days a week, I’ve carried out a set of Chris Dymock Man Maths (CDMM - when did that ever go wrong...) and

decided that opting out of having a company car and taking an allowance in its place will be far more financially beneficial than paying a shed load of tax for having a company car, especially as someone's going to have to pay for the lockdown and any form of taxation has got 'target' written all over it for a potential hike in rates.

Tune in next time fellow club member, as I will have purchased a new chariot of choice by my next Drive By article. Something for you to read about if you can deal with your jealousy of my new supercar (long shot, so probably not...).

On the next couple of pages is an automotive related crossword that I've put together to help entertain you for a possibly perplexing hour or so. A bit of a different numbering system but easy to work with. No prizes for the winner but hopefully it's a bit of fun – answers in the next Drive By.

Chris Dymock

Caption Competition

Winner of the caption competition in the last Driving Mirror:



"Damage that LCB and it comes off the stands without a jack..!"

Crossword Time

Clues Across

- 1 – Famous designer of the McLaren F1 and now the T.50 (6/6)
- 3 – Unfortunate 1980s Italian/Japanese love child – worse car ever candidate (4/4)
- 3 – Gave us the Figaro (6)
- 4 – Abbreviation for replacement car parts as used by the manufacturer (2)
- 5 – Regular world class magazine article. Probably. (5/2)
- 5 – VW's smallest current model won't let you down (2)
- 6 – Datsun's Cortina? (6)
- 7 – UK car manufacturer started by Sydney in 1945 and famous for using V8s (6)
- 7 – And 7 Down. Cynical, if sometimes accurate, term for car restoration projects (5/4)
- 9 – Device that allows driven wheels on opposite ends of the same axle to rotate at separate speeds for cornering (12)
- 11 – Put this aside if you want to be a top racing driver (4)
- 11 – Hot version of Porsche's peppery SUV (7/2)
- 13 – Volkswagen Group's purveyor of world's fastest car? (7)
- 14 – Boxster with a fixed roof (6)
- 15 – Manufacturer of cars with 'Grace, Space, Pace' (6)
- 15 – Austin's best-selling car in the 1930s (3)
- 17 – Morgan's body building USP (6/5)
- 17 – Renault Alpine model (3)
- 20 – Pre-war American car. Slang 'It's a duesy' (10)
- 20 – Kia model with a lot of propulsion options (4)

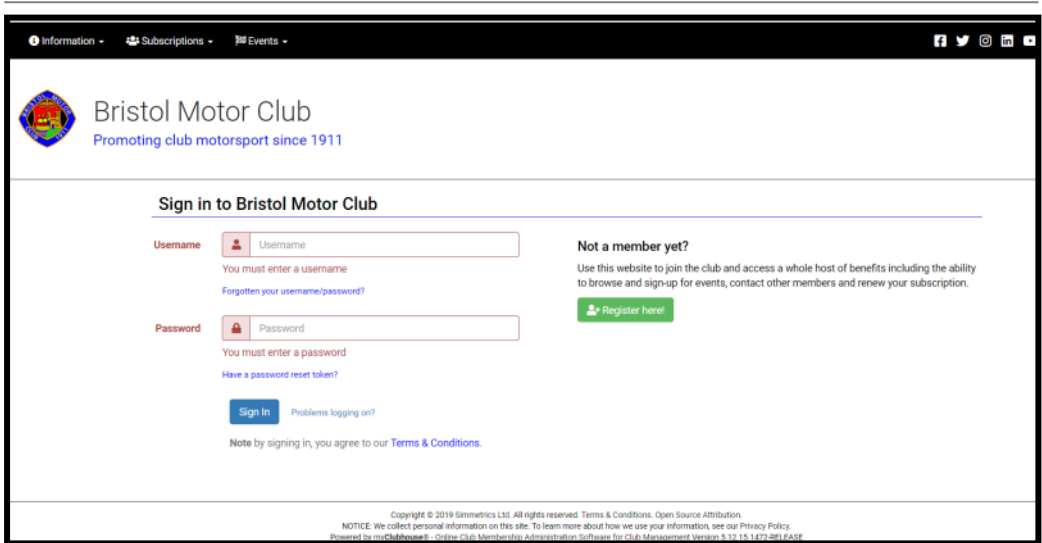
Clues Down

- 1 – Current Vauxhall SUV, shares platform with 5008 (9)
- 1 – Post war German manufacturer famous for 2-strokes and the beautiful Isabella (8)
- 2 – Dangerous to come across this on a winter's morning (3)
- 3 – Richard Hammond once referred to this organisation that pitted a Eurofighter Typhoon against his Veyron as a 'local flying club' (3)
- 4 – Travelling through (3)
- 4 – Italian manufacturer of Magnum PI's favourite car (7)
- 4 – Famous quarter-turn panel fastening used on race cars (4)
- 5 – (Internet time...) early post-war Italian race car manufacturer, famous for work on Lancia's (3)
- 6 – ___ Walker. First racing team to field a 4-wheel drive car in a F1 race (3)
- 6 – Daimler model that aimed for the bullseye (4)
- 6 – Quick version of Fiesta and Focus (2)
- 6 – Interceptor, need I say more? (6)
- 7 – See also 7 across (5/4)
- 8 – Lots of cuddly little Italians (6)
- 8 – You need a bar to control this (4)
- 10 – French supplier of F1 engines (7)
- 10 – Term often used to describe veteran & vintage cars. Rarely used to describe the author... (8)

- 11 – Abbreviation for the bit of kit that helps take away the effort of cornering (3)
 12 – ‘___ Snail’. Term of endearment for a 2CV (3)
 13 – 2 seater drop tops are commonly known as _____ cars (6)
 13 – Haas and Alpha Tauri for example (4)
 13 – Method of welding that doesn’t sound like a Russian fighter jet (3)
 15 – Model of luxury cars produced by an American division of Ford (7/11)


	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															

Join BMC





The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with 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 page is titled "Sign in to Bristol Motor Club". There are two main sections: a sign-in form and a registration link. The sign-in form has fields for Username and Password, with error messages indicating that a username and password must be entered. There are also 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?". Below the sign-in form, a note states that by signing in, the user agrees to the Terms & Conditions. To the right of the sign-in form, there is a section titled "Not a member yet?" which encourages users to join the club and access various benefits. A green "Register here!" button is provided for this purpose. At the bottom of the page, there is a copyright notice for 2019 Simmetrix Ltd. and a privacy policy link.

Information Subscriptions Events

 **Bristol Motor Club**
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

Username  Username
You must enter a username
[Forgot your username/password?](#)

Password  Password
You must enter a password
[Have a password reset token?](#)

[Sign In](#) [Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
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.

[Register here!](#)

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

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? <small>(Delete as appropriate)</small>				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).

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.

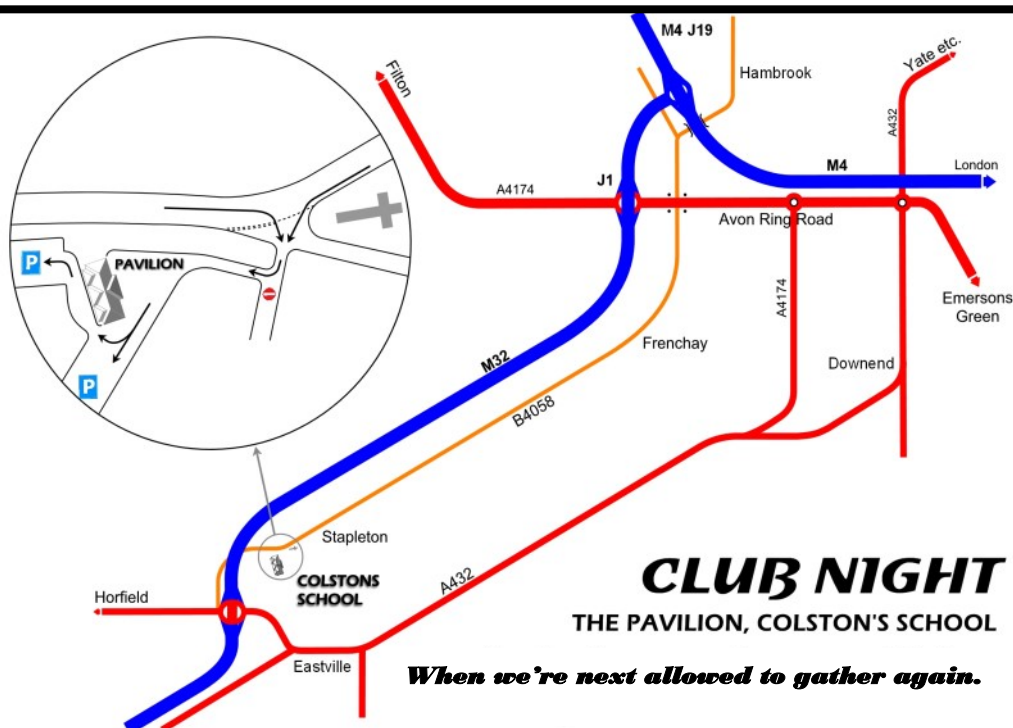
Security for your information

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 6th 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	Ran
Sunday 19th July	Classic and Performance Parade	Cancelled
Tuesday 4th August	Club Night & BBQ	Cancelled
Thursday 6th August	Llandow Track Day	Ran
Saturday 15th August	Llandow Sprint	Cancelled
Sunday 16th August	Pembrey Sprint	Ran
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	Cancelled
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*

**Our events are subject to Government and Motorsport UK guidance regarding COVID-19*