

Magazine of **Bristol Motor Club**

Driving Mirror



March - April 2022



The start of a Motorsport career

Inside: Classic Mini Build - Anglesey - DMC Invite - Drive By

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VICE CHAIRMAN ACTC Representative & Club Archivist	Pete Hart 0117 937 2611
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**The next Driving Mirror deadline is
Friday 3rd June 2022.**

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

Chairman's Chat



The 2022 season is now well and truly underway with Trials, AutoSOLO's, Sprints and Hillclimbs aplenty. On the day of writing on Easter Monday, a few of our number were even opening their circuit racing schedules at Castle Combe. Good luck to everyone out there doing it, may the race gods shine brightly on you.

BMC members have been travelling far and wide, including, as you'll read in this edition, Anglesey Circuit in North West Wales. A six hour hike just to get there. But as you're about to find out, worth it.

When we do travel, we help each other out. Neil Halls and Ben Crick have never competed before, never been through scrutineering before, and never fitted a timing strut before. The good news was that help was on hand from fellow BMC members. Read more in Neil's report.

From an event perspective, one trend that seems to be emerging in 2022, at the grass roots end of the scale at least, are full entries filling in record time. Clay Pigeon

and Kemble both filled quickly and once we published the regs, so did our AutoSOLO at Wroughton on Sunday 15th May.

With that date in mind if you are able to assist that would be massively appreciated, please contact Nick Rainbow directly on nmr.solutions@gmail.com

Which pretty much describes where BMC is post-pandemic. We need all the help available to prepare venues and run events. The good news being, for those still understandably cautious, most roles are outside in the fresh air of course.

Simon Clemow has been extremely busy building son Joe an AutoSOLO Mini. Not the BMW sort either, no an original specimen which is fab to see on two counts. One, another classic saved, two a new Motorsport career underway.

Whilst Simon describes that journey, Dave shares their trip to Anglesey, Neil Halls shares his and Ben's first ever event, Chris Dymock catches covid and lets his now delirious mind run riot, and Mr J Bingham marvels in the Marlin.

Matt

Catch up with all the official news in the latest copy of Revolution:

motorsportuk.org/revolution-magazine/



April 2022

Revolution

The official magazine of  motorsport uk

HOW TO BUY A COMPETITION CAR

TUNED TO COMPETE
GIVE YOUR MIND AND BODY THE BEST START POSSIBLE

TOP FIVE...
LESSONS LEARNED WITH LUKE BROWNING

GUIDE TO SPRINTING
HOW TO GET STARTED AS A SPRINT RACER

PLUS: WHAT'S ON + SAFETY CAR DRIVERS + SNETTERTON GUIDE

The start of a Motorsport career

Last year, we decided that Joe, being 14 this year, could try a few AutoSOLO's to dip his toe into motorsport. Little did I know what I was letting myself into at the time.

We started off with a plan to buy a Fiat Panda 100hp, but that went out of the window when I acquired a 1995 Automatic Mini. The plan was to convert that to manual and sort the suspension. I was planning on using it regularly on the road, mainly to go to and from work. At this point Bristol kind of ruined my plans by announcing the Clean Air Zone, and

realising I would have to pay £9 a day for it, we decided to re-think.

Luckily I had a 1978 mini tucked away. I knew the shell was excellent as I bought it specifically for that from Steve Harris Motorsport when he downsized about 6 years ago. Joe and I concocted a plan to build a 1300 mini up from that, as it is allowed into the CAZ for free on the grounds it is more than 40 years old. We thought it would make a nice project for us to do together.

I started last year, fetching the car, which



Mini shell (as stored)



Front suspension rebuilt

was completely stripped, cleaning it and giving it a really good inspection. The shell had been badly undersealed in the past and I decided before it went back together it was worth doing the job properly, so I stripped all of the old underseal off (which is a job I wouldn't wish on my worst enemies!) and redid it with decent modern rust protection. I decided that the paintwork was good enough to use, so rather than respray it, I had a couple of areas touched up, it's not perfect, but it's pretty reasonable.

I stripped, painted and rebuilt the subframes, suspension and upgraded it to Cooper S disc's allowing me to still run 10inch wheels. Joe got on with restoring

the petrol tank, making a bracket for the battery cut off switch and painting more bits and pieces.

I ran new brake pipes, new fuel pipes and battery cables under the shell, and fitted a facet pump under the rear subframe.

Next came the unenviable task of making a good wiring loom from the secondhand looms that were available in the Clemow parts store. There isn't much wiring in a mini, however there are quite a few differences in the looms, centre or side clocks, reversing lights, brake light switch position, interior light position, what style of switches you have in the centre,



No washing got dried the day the roof lining went in

heated rear screen, temperature gauge, for a start.

I spent quite a few days decoding what was what, repairing, building and fitting a loom that matched the spec that I wanted for the car. I also ran a few spare wires to and from the boot while it was easy to get to them and tested it all.

Unfortunately at this point, I landed myself with another vehicle to sort out after the accident with the Radical at Wiscombe. This was definitely sub-

optimal, for both time and money.

The pace started to hot up around Christmas, when I realised that I still had a lot to do, and if we were going to make this season with the mini I had better get on with it, so in went the headliner, trim, windows, dash, heater, etc.

Then onto the gearbox, which turned out to be a bit of mission. I stripped and cleaned 3 gearboxes and half built one of them back up before I found a casing that I was happy to build it into. I got there



Simon Harris built engine plus box going back in

eventually, with it all built up with new bearings, layshaft, centre oil pick up etc. We are now short of large idler bearing A plus gearboxes! While I was ploughing through this, Joe rebuilt the HIF44 MG Metro carb ready to refit.

Steve Harris was building the engine for me, so I had already taken a 1275 pre-A plus block, crank and rods to him for a rebuild and a bit of a tickle, so late January I took the 'box down and we mated it to the engine at his workshop. I then brought it back, fitted it up with ancillaries and dry fitted the manifolds, radiator etc on the floor, then installed it in the shell.

This was around mid February, and I have to confess I was starting to feel the pressure a lot, still some work left to do on the Radical and there was a lot of trim, plumbing, arches, and finishing to go on the mini. By this time I'd added to it by entering Joe and I to Kemble on the 10th April and we had 3 events in the Radical before then. The late evenings stepped up at this point with a quite a few midnight finishes.

I eventually put the bonnet on for the first time at 12.30am on the 10th March before it's first trip to an MOT at 10.00am the next (same) morning. Luckily apart from weakening the mixture to get it through the emissions (the engine was still not set up at all) it passed without any issues. It is really proof how little the

MOT really means, as the car was flippin' horrible to drive, with the suspension geometry still quite a way out and nothing set up.

I then had to shake it down, snag it and get some miles on it before it was put on the rolling road. As always there were a few issues, I struggled to get the rear suspension aligned, and ended up replacing the minispares adjustable camber/toe brackets on the rear with KAD ones to solve this.

I also had a bit of weird issue with the steering, it wouldn't self centre at all. After stripping the front hubs and removing the steering column I eventually tracked it down to the bottom bush in the steering column binding, a lot of work to strip and rebuild it but at least I got to the problem.

But we got there and I put it on Janspeed's rolling road on the 29th March. It would have been nice to do a few more miles in it beforehand but I'm getting tight on time. It performed really well putting out good power and torque, so I'm pretty happy with it.

Now, put a few more miles on it, snag a few more little issues and do a final setup on the geometry. I'm actually thinking we may make Kemble!

Big thanks go to Joe for getting involved in the project, Dad for the endless supply of mini bits and help when needed and Steve Harris for the engine build and rolling road.

If you see us at Kemble, go easy with us, it's been a mission getting there.

Simon Clemow



2022 Season is Go...!

We didn't actually manage to get to Llandow in the end for a test so the first time the car turned a wheel since the repairs was at our first event at Clay Pigeon Raceway in late March.

It's an easy event on the car and a good one for the shakedown so bright and early we rocked up with me on towing duties for a change with Simon doing the 'arrive and drive' with their newly built Mini needing some running in mileage before a rolling road session.

Weather was cold and dry and we quickly set up in the paddock with a last minute look round of the car we were all set, using our older set of Ultrasoft Pirellis. A pretty pedestrian PI saw us with no problems so into T1 with me hitting the chicane cone to get a 2 second penalty and Simon leading the class.

We swapped the roll bars at lunch for T2, clean run for me this time but with both of us struggling for rear grip we decided to put on the newer rear Ultrasofts for the last run. That swap found us each nearly two seconds but again I hit the chicane cone but fortunately I took the class win by only 4 tenths from Simon. Pleased with getting through the day with no issues we

headed home.

Fast forward to the first weekend in April and our first trip to Anglesey, one of a few new venues we are trying out this year. Simon had prepped the car for this one (Thanks mate!) and changed the gearing to suit going to a much larger circuit.

After six hours on the road we finally made it to the track and tipped off the trailer and headed off to our hotel and some refreshments with Pekka and Mary in their MX-5 'TBO' for their first weekend there too.

The weather forecast wasn't looking to good and true to form the Welsh rain was very much in attendance on Saturday morning. Other BMC members also made the trip, Paul Parker, Mike Smith, Bob Bellerby and Elen Worthington.

We got there early to walk the (smaller) National course, the organisers also allowed newcomers a convoy run which was very helpful but with the weather as it was we opted to use Simon's van instead of the Radical. The handling on that is umm.....interesting!

PI got underway and with the wets on we just headed out for our runs more for

a sighting lap at sensible pace. T1 was drying up but we opted to stay on the wets (the right move!). Simon was ahead by six tenths so it was game on after lunch.

The track was drier after lunch with some damp patches so on went the slicks but weirdly we couldn't improve, with very similar times, then the rain started to fall so we thought that was it as T3 was wetter again.

News came through of a fourth timed

run and the clouds lifted enough to get the driest track of the day, so on with my new race suit for one last effort. I tried to push harder through the first right hander but somehow I grabbed a couple of gears up so when I got to the chicane I was way too fast fumbling with the shifter.

Looking back we think that got me the time as I carried the speed straight to the next apex and with a decent rest of the lap to record a 52.95 with Simon on 54.16.



Discussing lines and braking points (in the Welsh rain)



Successful weekend's motorsport

The cherry on the cake came next, we had both broken the Interclub class record with my time being nearly four seconds quicker. We went to pick up the class pot but with Simon being declared the Class winner some confusion ensued on our part to then find out I'd only picked up the Interclub FTD and Simon 2nd overall!!

The event was split in two with the British Sprint one 'event' and the rest of the entry the other, so two FTD awards. Absolutely made up doesn't come close. In jubilant mood we walked out on track to look at the international course ready for the next day. For those who haven't been there it's a stunning track both in layout and the location, it has to be a

'must do' and somewhere we should have gone to way before now. It's got camber, elevation, really challenging stuff, and mega speed on the International layout. Plus the organising team, marshals and the paddock crew did a fantastic job.

Sunday morning greeted us with clear blue skies and frost on the van, the forecast looking good if a tad cold, we'll take that! Simon Bainbridge kindly lent us some electricity overnight to recharge the Radical batteries in his garage so a quick check round and this time a convoy run (Simon in his van) so we could warm up the tyres and brakes a bit prior to PI. I caught up the Formula Ford on my practice so we reorganised with the paddock marshals to run behind the BSC

cars and it was fine for the rest of the day. We were all up for T1, both having decent runs with me on top by four tenths, with it running so well we did T2 before lunch, I managed a decent lap of 86.00 with Simon improving a bit as well.

After lunch T3 saw us not improve but still close to our best times and then I went out for T4 and put in a 86.01...that 85 is sooo close! Simon came back in very happy and I thought he'd clinched it but super close to me with a 86.24.

Unfortunately a possible T5 didn't happen

so we packed up ready for the journey home and went in to get our pots. I'd picked up the Interclub FTD and Simon 2nd overall, five seconds under the existing record, absolutely brilliant.

Fantastic weekend, thanks as always to Si for putting up with me, Pekka and Mary for the laughs and sharing the beers. Hopefully the rest of the season goes as well, it's just great to be out again! One thing for sure is that's not our last time up at Angelsey.

Dave Greenslade



Great start to the season

Looking Back - 2021 Class



Music & Performance Parade



All Pictures: Jim Gaisford

Friends in Downton Motor-club have asked me to let Bristol Motor Club members know of their 75th Anniversary Celebrations on Saturday 30th April.

On the 30th April they will be holding a Classic Car Show at Trafalgar School, Breamore Road, Downton with many interesting cars, both from Downton Engineering's past and from current club members and associates.

Following the show, they will be running a 75 mile Classic Car Run on the 1st May finishing up with tea at Codford Hall.

So for anyone who fancies a pleasant day out, with some car related interest, more information on times, places and how to enter can be found here :

<https://www.downtonmotor.club/>

For those who aren't familiar, Downton Motor Club has been setup by Steve and Brenda Harris to celebrate and keep alive the influence that the Downton Engineering Works had on motorsport and the performance industry around the area.

Here is a brief description from Steve on Downton Motor Club.

2022 is an important year for DMC as we are celebrating 75 years of Daniel and Bunty Richmond setting up their tuning business in the quiet village of Downton!

Daniel unfortunately passed away in 1974 at the age of 47. During his time at Downton many people were influenced by the teaching of Mr Richmond. He had a large impact on development and tuning for competition of the Mini and other cars.

I joined Downton Engineering in 1964 as an apprentice and worked directly under Daniel & Ray Sheppard in the experimental workshop. From then I was truly hooked on tuning and development for all forms of motorsport.

In 1964 the Downton Engineering Works Social Club was formed. This was spear-headed by stores man Barry Hawkins. At the time 10 members of staff were competing in various forms of motorsport, so the club became a member of the RAC and we all entered cars under the banner of DEWS Club.

In 2008 I took it upon myself to re-

instate the DEWS Club, which has proved to be very successful – now known as the DMC. It hosts events and runs its own thriving speed championship with its own class at many events including some Bristol Motor Club ones.

Our main non motorsport event in 2022 will be the Downton Classic Show on Saturday 30th April to celebrate 75 years of Downton Engineering's history. It would be great to see as many people there as possible.

Simon Clemow



Photo credit: Paul Bright. A rare shot of the Britax cars taken with a long distance lens because Daniel Richmond didn't allow photos that might give anything away.

Catch the Pigeon - A First Sprint Review

It started about 8 years ago when I started a new job and got introduced to Ben. We quickly established that we had a shared passion for driving. It didn't matter if it was cars, modified cars, karting, if it had four wheels we were keen.

However the biggest challenge with two young families was that despite our passion, we realised we were not doing anywhere near enough driving. We always talked about how we would one day start racing, it was an itch we both had to scratch.

We both moved on to new companies but stayed in touch and last year the time seemed right for both of us to finally focus on getting into competitive racing. Through some googling we found the Bristol Motor Club and what looked like the perfect

entry comp for us, the Two Litre Cup.



Neil enjoyed Clay Pigeon. As a first

So with some naivety and a whole load of enthusiasm, we set off scrolling through the classifieds. I found a very ropey Clio

197 but with low mileage and a sweet running engine and Ben picked up a Mk3 MX5, from a lovely family who had

looked after it....I'm not sure he told them it's destiny!

So with months of anticipation, exchanging of fear, excitement and interpretation of the Blue Book, we had booked our first event at Clay Pigeon.

Leading up to the event there was much planning, and a constant stream of questions being sent to Andy Lawrence who has helped us out a lot (thanks Andy).

We had decided to go up the night before and camp over, this would ensure that there was plenty of time in the morning to get a feel for the event. On the morning of the event, in all the excitement, time had somehow passed us by.

At event, it was a long time coming.



Despite being the first two to arrive, we hadn't got our cars ready, stickers hadn't been done and I couldn't fit my timing bar.

Two fellow Bristol members came over to find us knowing it was our first event (Simon Clemow and Dave Greenslade) We were unbelievably grateful as they rallied round to get our numbers sorted, fitting timing bar and yellow tape, we were ready for our first scrutineers.

Dave and Simon kindly invited us on a track walk which was very helpful, it turned out they had a fair bit of experience between them and as the walk continued some very impressive records.

We desperately tried to remember the as much as we could for our time on track. Following the drivers briefing it was time to get in our kit and get the cars warmed up.

Now the good news for Ben and I was that despite it being our first event, we knew we were good enough to take first and second place in our class.....especially as we were the only two in it.

So it would be a straight shootout for

Through some googling we found the Bristol Motor Club and what looked like the perfect entry comp for us, the Two Litre Cup.

early bragging rights. The Queue for the first lap seemed to take forever but the excitement was building. I was first to go and being my first track drive in a front wheel drive car I took it easy, in fact a little too easy for some of my friends spectating.

Ben less so, it seemed that those years of anticipation could hold on no longer. As the day went on, we felt like we had been doing it for years and our lap times were getting quicker as our confidence grew. Ben had the edge throughout the day and posted a 91.83 to take the win, beating my best time of 93.20.

There were a few hairy moments, some over enthusiastic corners and misjudged chicanes but overall the day was a great success. We cannot wait to get to the next event, if you see us please say hello and pass on any wisdom you can.

Neil Halls



Friend and fellow lifelong Motorsport fan Ben Crick took class honours

Drive-By

I really dislike my (employer required) Sunday night routine – prepare all the pieces in the kit, bounce the swab off either side of your tonsils until you retch, stick same swab up your nostril (not forgetting to stop pushing when you meet resistance...) and swirl it around nearly a dozen times whilst inducing the usual sneezing fit, squeeze out swab in the container of provided fluid, shake and apply two drops to the test strip, leave for thirty minutes and, ah, oh bugger, two clearly defined stripes, that can't be good.

Yep, as I write this, I've contracted the dreaded Covid, so if this article finishes abruptly then my inoculations and booster jabs may not have been all they were cracked up to be...

Still, looking on the bright side, my employer now requires that I work from home for a week until I register two consecutive clear tests, and not having to commute for nearly three hours a day for most of the week means I can dedicate that time to writing this article and catching up on some reading.

Of course, my ever-loving partner has been a pillar of strength and understanding, although I thought her suggestion of burning all the bedding a little 'Black Death' extreme, especially when she added that perhaps I might like

to still be wrapped up in the duvet when she torches the pile, bless.

Anyhow, it appears at least the Formula 1 season is off to a cracking start this year with Ferrari and Red Bull being the lead protagonists so far and Mercedes playing catch up, which makes for a nice change to the past, uhm, decade or so.

And with the revised design regulations giving us some truly new cars to gawk at, and that the newly reviewed set of rules might actually be applied correctly this year after the shocking debacle to the end of last season (Lewis Hamilton "I wuz robbed..."), I'm looking forward to what may just turn out to be the best F1 season for a very long time, here's hoping.

In the meantime I'm managing to catch up on some reading and my latest relaxation text is an absolutely brilliant book by John O'Farrell entitled 'An Utterly Impartial History of Britain' and, more enlighteningly, sub-titled 'Or 2000 Years Of Upper Class Idiots In Charge', quite.

This riotously funny book is actually an easy to digest look at how our great nation has been governed over the centuries since the Romans rocked up in 45AD with their own template for

civilisation 'by killing everyone who didn't like', as the author dryly notes.

And that pretty much sets the tone of this fascinating, hilarious and often more than a little disconcerting, yet historically accurate, look at our history and the bunch of crown-wearing murderers/idiots/psychopaths that we had foisted upon us by whatever nefarious means enabled them to grab the throne – if it were a novel, people would insist that it's too extreme to be believable.

The book does make you realise just how lucky we are to be living in the present day and that we really should celebrate the upcoming platinum jubilee with gusto, as our queen has been a paragon of stability and moral fortitude for the entirety of her reign, even if some of rest of her family haven't been quite so... edifying. As the saying goes, you can choose your friends but...

What did stand out in the book was that human progress is often an awful lot slower than you might imagine and almost surprisingly so given that the size of our brains, and our capacity for thought and reasoning, hasn't really changed since the current incarnation of our species started dominating our nearest and dearest cousins, the Neanderthals.

Which gave me an idea...

What if our personal and social progress exceeded that of our advancements in history? What would say, Formula 1, or its equivalent, be like in Roman times and what would the modern take on contemporary reporting of it be like?

Hmm, let's see...

British Horse-Powered Sport News

June 145AD

Italian Grand Prix

Pre-Race Report

Only three weeks after the wonderful race at the known-world famous amphitheatre at Arles for the Gallic Grand Prix, a race which was dominated by the eye-watering aroma of garlic and the near-unbeatable season favourites, the Hun team from the Black Forest (a province renowned for its deliciously creamy cake confectionary and being the, deeply creepy, home of a bunch of aggressive psychopaths who continue to attack Romans for no good reason at every opportunity), we are now eagerly awaiting this year's Italian Grand Prix, traditionally held, of course, at the largest by far of all arenas, the mighty Colosseum in Rome.

For us Brits, the interest in this race held at the capital city of the world is second only to the British Grand Prix held next month at the ancient race circuit of

Stonehenge ('I bet in the future they never work out what this site was used for').

The Italian Team are hoping to improve on their results so far this season, and who could deny that they will most definitely have the greatest home team advantage with at least 85,000 plebs cheering them on in the arena, not to mention the great and the good of Roman high society. And it's doubtful they'll forget that a horrific death at the hands of the local gladiators awaits them should they fail...

We're told that the British team arrived at the Colosseum shortly after the rest of the field and all credit must go to the British pit crew who reportedly worked through the night to repair the damage to the British chariot after a road accident on the Via Apia on the way to the arena ('bloody imbeciles carting on the wrong side of the road'. 'Must be some sort of transport experiment, it'll never catch on')

We're informed that the Roman authorities have allowed the British to continue racing in their traditional 'Racing Blue' after concluding that being plastered in blue woad is not actually contravening the rules on advertising smoking, despite the Romans still being a might miffed at Boadicea previously burning to the ground half of Roman Britain ('serves the Romans right, should have listened to her

in the first place, they only have themselves to blame...')

As you've noticed from our previous reports, racing has been a lot closer, and consequently more exciting, since the rule changes a couple of years ago which very much brought the teams onto a more level arena, so let's have a review of the current rules and regs.

Racing has unquestionably been closer since the introduction of the British developed two-horse power team complete with fully pivoting chariot shaft and close coupled harness arrangement, now universally known as the Britannia powertrain. Except by the Brits themselves who still insist on calling it the Boadicea set up. ('Up yours, Romans, ha ha...')

Which of course, does mean no more multi-horse rigs, the so called 'Victory' rigs of ten to twelve horses, that used to dominate just a few years ago although, overtaking is certainly a lot easier when the chariot teams aren't the length of Hadrian's Wall ('You know, I miss the old V12s and V10s, the noise and the smell of them, just tremendous' 'I agree, we'll probably never see the like again')

Spear chucker's are now restricted to just one per chariot and armed with a maximum of six spears, and can only place their thrown spears in the fixed targets provided around the arena. This

rule was brought in after the Hun team's now infamous Italian Grand Prix just before the latest rule changes when their V12 rig's half a dozen spear chucker's decimated half their opposition on the circuit and nearly brought about a regime change after neatly skewering five senators with unnerving accuracy and narrowly missing the emperor himself ('Sorry about that, just an accident' according to the Hun team post-race, 'honest')

Axle grease is now standardised on the bitumen oil-based grease that is produced in the Roman province of Dacia. This was introduced after the chariot team from Belgica (Modern Belgium: from the ancient Germanic, meaning 'Gateway to France') had greased their axles with pork fat just before the race and who were consequently brutally slaughtered to a man after the pack of lions was accidentally released mid-race.

Although, in a latest poll of the plebs this still ranks as one of the most exciting races of all time. ('Dacia? What sort of name is that for anything?' 'Don't worry, they're so keen on the empire I wouldn't be surprised if they changed it to something equally dopey in the future, 'Romania' I wouldn't wonder...')

Finally, to encourage more wheel-to-wheel racing, the authorities banned the addition of razor sharp blades attached to the wheel hubs, not unreasonable

given the amount of blood already on the surface of arenas from the pre-race warm-ups of gladiatorial combat, public executions of criminals and setting vicious wildlife to feast on the latest batch of Christians (Its health and safety gone mad!')

Something to be said for the modern world we inhabit, perhaps..?

Chris Dymock

I wonder if anyone saw the item in The Telegraph in February of the Cotswold Clouds. Another Marlin being trialed. I went to the factory once when the 'Sportster' with BMW engine was introduced and had a chat with Terry Matthews. I see their factory demonstrator is for sale at £20K, business is still for sale which is a surprise to me. Had I been younger ...

The car was on a Q plate. I have mixed feelings about Q platers. A Q car can be cheaper to buy than a non Q, maybe harder to sell on, cannot be changed for a period or personal registration plate, the list goes on. I wonder how other members feel about a Q? Not the Q for quartermaster in Bond films though.

Jon Bingham

Join Bristol Motor Club

The screenshot shows the login page for the Bristol Motor Club. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The club's logo is on the left, and the text 'Bristol Motor Club Promoting club motorsport since 1911' is on the right. The main heading is 'Sign in to Bristol Motor Club'. Below this, there are two input fields: 'Username' and 'Password'. The 'Username' field has a red border and a red error message: 'You must enter a username'. Below it is a link: 'Forgotten your username/password?'. The 'Password' field also has a red border and a red error message: 'You must enter a password'. Below it is a link: 'Have a password reset token?'. There is a blue 'Sign In' button and a link: 'Problems logging on?'. Below the button is a note: 'Note by signing in, you agree to our Terms & Conditions.' To the right of the login 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 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 5.17.15.1477-201 PAGE'.

Joining Bristol Motor Club 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

NOTE:

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

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	<i>tick boxes that apply y)</i>		£ 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 <i>(Full Member; and Associate if applicable)</i>	Date
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For further information email membership@bristolmc.org.uk

Please post the completed form with your payment to: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS52 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 Motorsport UK 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.



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For both domestic and business users.

Call **Brendon Jones** on **01225 984614**
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admin@bwcc.uk www.bwcc.uk

£50 discount for all Bristol Motor Club members



KINGDOM AUTO STORAGE LTD

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.

2022 Calendar

Date	Event	MX5s	2L Cup
Sunday 20th March	Clay Pigeon Sprint (BDCC)		Yes
Sunday 10th April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 23rd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Sunday 24th April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Tuesday 3rd May	General Meeting & Buffet (BMC)		
Sunday 22nd May	Wroughton AutoSOLO	Yes	
Sunday 5th June	Pembrey Sprint (BARC Wales)	Yes	
Friday 10th June	Llandow Track Day (BMC)		
Saturday 25th June	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Tuesday 5th July	Summer Club Night (BMC)		
Saturday 23rd July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 24th July	Classic & Performance Parade (BMC)		
Sunday 14th August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 3rd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 4th September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 11th September	AutoSOLO Wroughton (BMC)	Yes	
Saturday 24th September	Manor Farm (Woolbridge MC)	Yes	Yes
Saturday 25th September	Manor Farm (Woolbridge MC)	Yes	Yes
Saturday 8th October	Great Western Sprint (BMC)	Yes	Yes
Friday 21st October	Autumn Navscatter (BMC)		
Sunday 13th November	Fedden Sporting Car Trial (BMC)		
Sunday 27th November	Allen Classic Trial (BMC)		
Tuesday 6th December	General Meeting & Buffet (BMC)		