

Magazine of **Bristol Motor Club**

Driving Mirror



November - December 2024



Intrepid Trio

Roy Fedden Sporting Car Trial - **Allen Classic Trial**
Great Western Sprint - **MX5's** - Drive-By

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The next Driving Mirror deadline is
Friday 28th March 2025.

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

Editor's Chat



I'm writing the intro' to the magazine this time wearing a slightly different hat whilst recently elected Chairman Mark Benstock gets his feet under the table.

2024 proved to be a very good year of motorsport for BMC. We ran ourselves

or filled key roles in three Sprints, two Hillclimbs, one Classic Trial, one Sporting Car Trial, a Parade and a Navscatter plus factory tour and family karting.

We battled wind and rain, even Storm Bert in the case of the Allen Trial, an event that saw the cars cleaner entering the last section than they were lining up at the start thanks to flooded roads linking



Picture Credit: Phil Oliver

climbs.

Our MX5's travelled far and wide taking in Gurston Down, Prescott, Wiscombe, Kemble, Clay Pigeon and Aston Down on top of our events at Llandow and Castle Combe in their usual tight formation.

We had an excellent turn out at our Classic and Performance Parade, in fact most events filled fast, particularly Llandow and the Allen Trial bucking the trend of other similar events elsewhere.

I'm therefore confident we'll see that sort

of response across the board in 2025 as quality always wins through in the end, and we do lay on high quality events. Each run by dedicated people who give up their precious time year in year out.

Enjoy this copy of the magazine which includes write ups from both trials and the Great Western Sprint as well as concluding the MX5 Challenge and of course more unique perspective from Mr Dymock.

Season greetings to you and yours.

Matt Nichols



Roy Fedden Sporting Car Trial

There was a lot of uncertainty in the weeks and months leading up to this year's trial due to be held on Sunday 10th November regarding the venue, put simply, we didn't have one.

The site at Lansdown between Wick & Bath didn't work as well as expected last year and if we had gone back there this year we would have had to use the same restricted area and paddock that we were allowed to use last year and there was a real risk of having a very low entry because many of the drivers who entered last year were not at all happy with the venue.

We had been really active over the year visiting and contacting landowners of lots of different potential alternative venues with no luck. The most common issue we have is the stewardship scheme where the government pays landowners to preserve areas of the countryside and specifically bans motorsport.

So, for this year we managed to get agreement to use another venue at Frocester Hill, near Stroud which is also used for motocross and for a couple of other Sporting Trials during the year. I have marshalled there on many occasions so was quite familiar with the venue and potential sections.

The entry was still a little disappointing at 23 although several of our regulars missed the event due to other clashing events, recovering from an operation or other issues so we were a little unlucky not to get nearer to 30 entries which would have been good in the current climate.

We were fortunate with the weather and set up the sections with some ease on the Saturday thanks to great support which enabled us to have 2 teams laying out 4 sections each.

The event on the Sunday went smoothly and we ran the usual 2 rounds before lunch and a final round in the afternoon. Last year's winner Thomas Bricknell, who had already secured the BTRDA and MSUK Championships before our event, didn't have it all his own way lying only 5th after Round 1 but clawing it back by the lunch break to 2nd by only 1 point.

Round 3 was a nail-biter with Thomas making up that 1 point to force a Tie-Break for the win with Yorkshireman John Firth who had come down from Huddersfield to compete in our event for the first time. Both had a total score of 19 but Thomas had 16 clears out of the 24 hills to John's 15. The top 7 places were all filled with competitors in the Expert Red Class with scores of 21 for 3rd place to 32 for 7th.

The first competitors in the Blue Class were 8th and 9th with Alan Murton beating Alan Baker on 34 and 43 respectively although both got 1st in Class Awards with Murton driving a car with independent suspension and Baker a live axle car.

The 1st Red live axle finisher was Ian Veale in 11th on 49 points with another tie break needed to separate him from Andy Wilks in his Indy car in 10th. We had 6 entries in the Rookie Class, most of whom had never done the Fedden previously, with James Flanagan winning that Class on 105 points after yet another tie break which was decided on the number of "1's" scored as they both had the same number of "0's".

We had no retirements which is a bit of a rarity and generally all competitors enjoyed the event.

Thank you for the brilliant turnout of marshals. No other event in the calendar gets anywhere close to the numbers we can muster and the majority were Club members with only 2 sections being marshalled by people outside the Club.

When we announced the results and in several other conversations competitors were extremely complimentary about the

number of marshals we had but also praised the quality of the marshalling. The other feedback I have had is that you all seemed to have had a really enjoyable day but thank you for your support.

Thank you also to Mark and Jeff Benstock, Ady Taylor, Chris Buckley, Robin Bath and boys for help getting the equipment out of and returning it to the Stores on the Friday and Monday and for setting up on the day before. It really was a 4 day weekend.

The landowner is very keen for us to use the same venue next year and there is a possibility that we could use part of the adjoining field/hill as well. Any feedback on the location of this venue and whether you would support it longer term would be welcome. Meanwhile we will continue our search for a new venue in the more traditional Bath/Mendip areas.

Tony Streeting

Allen Classic Trial takes on Storm Bert

I have been involved with the Allen since 1988 and have faced many challenges, but never anything like we saw on Sunday 24th November. A massive thank you to everyone involved for making the event happen and seeing it through to the end.

The comments from competitors have all been positive with the sense of satisfaction just getting to the finish making up for the fact most of them were drenched and frozen.

On a more personal level I have been Chief Marshal for as long as I can remember and am looking to stand down next year. We need a volunteer and someone who has previously marshalled and has an idea how the event runs would be ideal. You won't be on your own, I see next year as a transition, and I will be on hand to assist. If you feel like chatting it over then please get in touch.

We have had a few wet Allen's over the last 30 years. I remember 1996 was bad but good old Storm Bert surpassed all



Mervyn Walters on start line duty silly o'clock in the AM at Hinton



Final preparations before venturing off into Storm Bert

expectations; not sure a yellow warning of rain was quite sufficient. At least the early morning start and the initial Scrutineering was done in the dry if very Windy. The rest of the day was the opposite. Despite checking Little Uplands at 6:00am more for the depth of water on the approach than trees, this tree managed to fall by the time the Marshals arrived.

We dispatched the chain saw gang but it was going to take too long to clear and then run the section. Thanks to the

Marshal crew for directing the competitors to the next section. Did you recognise the new MCC Chairman in his waterproofs.

Our plans for the new Tog Hill Challenge had to be aborted when we couldn't get a Land Rover through the gate into the field. Team Stroud ran the quick loop around a tree instead. Guys Hill was washed clear of slippery mud but still caught a few.



The ford at John Walker was a deep raging torrent and so bypassed



Mike Lear still smiling whilst Dave tries to find anything dry to clear the screen

Our repairs and again a lack of mud made the recovery team redundant at Travers only one fail, mistaking the restart line for a box. I do believe I may have done that in the past.

The control at Chew Valley was busy and boxes of chips popular. Surprisingly the Trial was running to time, the main challenge now being between sections with so many flooded roads. Burlledge was in the hands of Falcon MC again, thanks for making the trip and hope you all made it home safely.

The upper restart had a bit more bite and caught a few “big” names. The Observed test there was in a very exposed spot, the marshal team lead by Ian Hingley were offered an alternative site but in true stoic style maintained their post till the end.

The return the Nanny Hurns troubled no one the test at the site of the old hill was a bit trickier. The ford on John Walker was a raging torrent, so the alternative start was in place. Dave Middleditch lived up to his nickname here.



Clemow-Sunshine MR2 enjoying the benefits alongside others of having a roof



Simon gets the Toyota underway to successfully clean John Walker

Why do we do this?

The tremendous spirit throughout the day of all the marshals and competitors

despite the atrocious conditions, kept me going, a huge Thank you.

Mark Tooth

Allen Trophy – Paul Merson- Wasp

Bob Wood Trophy – Charlie Merson

Renwicks Trophy – Nicola Butcher – Beetle

Rumsey Trophy – Dan Staines – MX 5

Highland Circle - Adrian Tucker-Peak - MG TF

Rootes Trophy - Ray Ferguson – Leige

Redcliff Trophy – Brian Hampson – Suzuki X90

Gilbert Best Trophy - (Best Bristol) Dave & Ruben Foreshew - Dingo

Honda S800 - Back on track

Earlier in the year I told you about the rare Honda S800 race car that we'd managed to bring back to life. The car hadn't been raced since the mid 1990s and was one of a few that raced at the time. There's been no S800 racing since then - until now.

In a previous article in the BMC magazine, I explained how we'd shook the car down by entering a couple of sprints. A fairly safe environment for testing the car at the limit, without worrying about what other cars are doing around you!

The car ran in the Bailey Sprint at Goodwood in May, and the Dick Mayo Sprint at Castle Combe in July, where a few of you may have seen and heard it in action.

Using the motorcycle knowledge that Honda had perfected in the mid 1960s, their first production cars (S500, S600 and S800) were two seater sports with roller bearing crankshafts that revved high (10,000 revs) to produce power from the tiny 4 cylinder dohc engines. The block is inclined at 45 degrees to allow for the longer induction route fed through 4 carburetors. The early cars even had chain drive running through the

trailing arms that held the rear axle.



Tony hopes to be out again in 2025 sprint

In September the car ran in the Post Historic Roadsports class with the HSCC

at Castle Combe. A momentous event that saw the race S800 out racing as it should with cars from the same period.



nting with us and racing with the HSCC

After nearly 30 years it was great to see the little car lined up on the grid. News of the S800 joining had been very well

received by other HSCC drivers. Some of whom remembered the cars racing in the 1990s or earlier!

We did make a song and dance of the event - quite literally! The all girl dance troupe, 'The Flaming Feathers' were there on the day in their 1960s go-go outfits, wandering through the paddock and occasionally braking out into a fabulous dance routine. Well it would be rude not to ask them to pose and dance around the 1967 Honda from that 'Summer of love' period! You'll find the video on YouTube if you search for 'Honda S800 Flaming Feathers'.

The Autumn Classic race weekend was meant to offer a similar charm as the Goodwood Revival, with people dressed up in period dress (hence the Flaming Feather girls). Sadly the weather had other ideas and it rained so heavily almost all day and ruined the fun that people had planned.

This rain made my first race in the car quite interesting. The first race saw us charging down towards quarry with almost no visibility whatsoever through the spray, barely making out the feint red glow of rain lights ahead. It was barely half way into that first lap before the safety car was released. Cars had spun and one of the front runners (an E Type) had aquaplaned off into the tyres at

Camp corner.

Several laps into the race and the safety car pulled in. The little Honda was handling very well in the wet and gaining on faster cars through the corners, but dropping further back on the straights. A Porsche 911 prompted a red flag when it crashed out at the entrance to Camp Corner and pushed the tyre wall into the slip road that takes the cars back into the pits.

A detour for all to exit under the Avon bridge saw the track cleared and the race ended.

Race 2 was a little better on a slightly drying track. It had at least stopped raining. I made a bad start but gradually wound up the pace through the race. There were several spinners but no more big crashes thankfully. The little Honda survived it's first 2 races and we



Plan is to build a replica of this car featured in Grand Turismo

(Picture: CarsinDepth.com)



Autumn Classic provided two race finishes and a first in class

considered that a success. We even won our class so had a little trophy to take home too. Marvellous.

So watch out for the little S800 racer in 2025. I'll be doing more sprints with the BMC, and circuit races with the HSCC. We're also building a replica race car of perhaps the most famous Honda S800. The yellow 1968 works RSC endurance car that has featured in the Sony PlayStation Grand Turismo video game.

We hope to have that ready for late Summer so keep an eye out for that one too.

Tony Sighe

Great Western Sprint

This year's Great Western Sprint on Saturday 12th October attracted an entry of 82 and with the British Sprint Championship already decided offered a fun day out for all.

Just the small matter of the weather to do battle with, as despite a dry looking forecast and the day starting dry practice was anything but as the heavens opened and rain settled in. This was going to be an interesting day. As the adage goes, you can't win in practice, but you can certainly lose. Patience was going to be the order of the day, with drivers having to pick their moment to shine.

Beginning in the road going classes, A1 (up to 1400cc) and Andrew Till (Ford Fiesta ST- Line) found a 167sec run to secure second in class. Whilst in A2 (1400cc -1800cc) MX5 superstar Nick Angrave got caught out on the very wet first timed run to bring the session to a halt whilst pedalling his Lotus Elise a little too quickly over Avon Rise. Commiserations Nick, we hope you get the car repaired.

That left David Bisp (MG ZR) on a 168 to come home 5th, Donald Gay (Toyota MR2) 3rd with his best time of 165, Mark Tooth (Lotus Elise) second on a 162 with the current A2 driver to beat Claire Tooth (Lotus Elise) breaking the 160

barrier with her best of 159secs.

Up one class in A3 (1800cc – 2600cc) and I'd have to argue that like days of old this is once again the standard road going class to be in with an eclectic mix topped off on the day by an electric class winner. Matt Parr was quite literally on his own.

Paul Wintle (Toyota GR Yaris) got round in a 177 after a T1 fail, Michael Wells (Mazda MX5 MK3) secured 14th with a 168, myself 9th in the Toyota GT86 with my best of 165, which felt pretty rung out to get down to that TBH (excuses, excuses, I know).

Mary and Hugh Elliot (Abarth 124 Spider) were 8th and 6th respectively with their best times of 160 and 156, with Steven Adams (Porsche 986 Boxster) 5th in very tidy 155sec run. Leaving that man Matt Parr out on his own squeezing everything he could from his Fiesta ST to get round in a quite incredible 142secs (1min16secs flying lap). Complete class domination.

In A4 (over 2600cc) Geraint Meek (Subaru Impreza) was not having a good day leaving a trail of something slippery (coolant or oil) around the track and unable to continue after his first timed run. To leave champion of the EV cause Dave Broadway (Hyundai Ioniq) to take second with a very strong 146sec run falling just behind a very rapid BMW 240i



who went round in 143secs. Normally Geraint would have been in that mix too, just not today. We hope his car gets sorted quickly as well. There's a theme emerging here isn't there. Some are going to have a busy winter break.

Next and our MX5 Challenge season finale with narrow margins leading to endless finishing order scenarios. All Nick Angrave had to do was win to take the honours. Something few would have bet against given his current form right up until that unfortunate incident in the Elise earlier in the day. Would Nick even take

part, let alone feel able to commit given his recent experience.

Thankfully he did compete and with confidence restored won the class with his best time of 155.15secs, impressive. Even more so given that 2023-star Ben Marshall was also on a 155, as was challenge car preparer and quick pedaller himself Aaron Sharp to give you your podium for the day. The top three were followed by Phil Oliver (157) Chris Parr and James Hurford both on 159s, Huw Bowen on a 160 and newbie Rob Fisher getting round in 162secs. All good times



Matt Parr was in a class of his own (Picture: Tony Smith)



Nicholas Olson's stunning modified Lotus Esprit also flying (Picture: Tony Smith)

considering class rules that limit modifications and as always close as you like in the class too. Great stuff.

Across now into the Specialist Production classes where in B2 (1400cc – 1800cc) Patrick Holmes took the class win on his Caterham Seven getting round in 150.52secs, whilst Adrian Clements (Westfield Seiw) led Paul Harvey home (Westfield SE) to a 1-2 in class B3 (over 1800cc) with his best of 148secs against Paul's 155.

In the modified class C2 (1400cc –

1800cc) Jon Lannon (Citroen Saxo VTS) led his dad home in the same car to their own 1-2 in class finish. Jon getting down to a 151 with Dad Tony getting around in 157secs ahead of Neil Lock (MG ZR160) who came 4th with a 165sec run.

In my most recent stomping ground C3 (Modified Cars over 1800cc) Nicholas Olson in his stunning and very rapid Lotus Esprit S3 was second with a very tidy 147sec run, ahead of Simon Pollock (Toyota MR2) who was 8th on a 158 run and Iain Milford (Subaru Impreza) 11th with his best of 167.47.

In C4 (Modified Specialist Production Cars) Tim Monk clearly had an issue retiring after T1 on a 188 whilst in E1 (Racing Cars up to 1100cc) Gary Hull got his Jedi Mk2 round in 140secs finishing 4th in class.

Sports Libre saw Dave Greenslade lead Simon Clemow home in their shared

Radical SR1 ahead of Michael Bartlett's less powerful Radical Prosport. Times were quick and the margins fine with both Dave and Simon on a 127 and Michael not far behind on a 128 with just 0.4secs separating the top two.

At the pointy end Steve Broughton (DJ Firehawk) won E2 (Racing Cars 1100cc -



Adrian Clements secured a class win in his Westfield (Picture: Tony Smith)



Andrew Till second in Class A1 in his Fiesta ST Line (Picture: Tony Smith)

1600cc) with his best of 119.38, Philip Montgomery-Smith (OMS 2000M) was all on his lonesome in E3 (Racing Cars 1600cc - 2000cc) and so by default won the class going round in a still very impressive 125secs whilst Stephen Miles (Van Diemen RF96) finished 3rd in class E5 (Racing Cars over 2000cc) with his best time of 123.52.

Congratulations to all the class award winners, some cracking performances on the day, well done also to Ady Taylor and Alan Want for organising and if you were there in any capacity then thank you and

well done to you too. That was Alan's final year as Entries Secretary and so a special mention to him for 15 years continuous and loyal service at both the Dick Mayo and Great Western sprints. Thankyou Alan.

Matt Nichols

MX5 Challenge - 2024 Finale

The final round of the 2024 Bristol Motor Club MX5 Challenge at our Great Western Sprint at Castle Combe saw Nick Angrave fastest to seal the Overall Championship with a 155.15 second time in a bitter sweet day for our newly crowned champion.

Nick was also involved in a nasty crash at Quarry in his Lotus Elise which he'd also entered. Even though his Lotus was in a bad way Nick maintained his brilliant driving ability to bring home the silverware. Well done Nick, a very

worthy champion.

Nick's win handed the Class A Challenge Championship to Phil Oliver who couldn't match Nick's pace at the GWS and finished a very respectable 4th in his first outing in a Sprint in his NC variant.

Ben Marshall again drove really well to seal second place and, due to our challenge rule that no one can win more than one trophy, our 2023 Overall Champion takes away another well deserved trophy with the 2024 Class B Challenge Championship.



Our MX5 Challenge once again provided close competition all year

Class A at the GWS Sprint was won by James Hurford to confirm his second place in the Class A Championship whilst Aaron Sharp finished third overall behind Nick and Ben to cement his podium place in the Class B Championship.

All of our MX5 Challenge drivers were on excellent form at the GWS with Chris Parr, Huw Bowen and Rob Fisher also punching well above the weight of a standard road car by beating many more powerful and much more modified cars. The quality of the 2024 field has been excellent so well done all.

That's it for the 2024 Challenge! 12 rounds later we have another set of

deserving champions. Could it be you in 2025?

Andy Thompson



BMC Merchandise

We have finally got everything organised for the new Club Merchandise and the Club Clothing website is now live.

The Company supplying the merchandise is called Osnic Embroidery and they have a list of Clubs that they supply and on that list you will find Bristol Motor Club. It is probably best to use the link below or the link on the Order Form and this will take you to the BMC page of the Osnic Embroidery website:-

<https://osnicembroidery.co.uk/bristol-motor-club/>

There are 17 items on there at the moment so you can look at and select from these.

From our initial experience, we suggest that you order your normal size for T shirts and Polo shirts and also for the “Lady Fit” items but order one size bigger for outerwear such as the Soft Shell Gilet and Shell Jacket and the Unisex Hooded Top and Jacket.

If you want something different from these items (say, a woollen V neck jumper or a different colour to what is on the BMC page) you can look at the main website and see if they do it and ask

us to contact the Company and get a price for it.

Ordering

Stage 1 – complete the order form after downloading from the BMC website - <https://bristolmc.org.uk/leisurewear/> and email to Angie Streeting (amfbutterfly@gmail.com) with a copy to Tony Streeting (tonystreeting@outlook.com) who will then place an order with Osnic.

Stage 2 - You will need to indicate how you wish to pay for the items – Reward Points, Cash or a combination of those.

Stage 3 – Angie will place the order with Osnic.

Stage 4 – Osnic will send us an Invoice and the Club will initially pay this.

Stage 5 - We will get a delivery date and confirm to you what you need to pay and how you make that payment.

Stage 6 - We will collect the goods when ready and arrange delivery to you – hopefully at a Club Night or Event.

Stage 7 - We will advise Carlie Hart of any Reward Points being redeemed and she will adjust those accordingly.

Any questions please contact:

Angie Streeting on 01934 707 115 or
Tony Streeting on 07801 415 238.

Bristol Motor Club

 <p>BB15 Baseball Cap - Bristol Motor Club £10.50</p> <p>View options Add to cart</p>	 <p>BB45 Beanie Hat - Bristol Motor Club £10.00</p> <p>View options Add to cart</p>	 <p>K403 Unisex Polo Shirt - Bristol Motor Club £10.50</p> <p>View options Add to cart</p>	 <p>K703 Female Fit Polo Shirt - Bristol Motor Club £10.50</p> <p>View options Add to cart</p>
 <p>RGD45 Unisex Jacket - Bristol Motor Club £50.00</p> <p>View options Add to cart</p>	 <p>rg122 Unisex Fleece - Bristol Motor Club £24.99</p> <p>View options Add to cart</p>	 <p>RG123 Female Fit Fleece - Bristol Motor Club £24.99</p> <p>View options Add to cart</p>	 <p>RG150 Unisex Soft Shell Jacket - Bristol Motor Club £26.00</p> <p>View options Add to cart</p>
 <p>RG151 Female fit Soft Shell Jacket - Bristol Motor Club £26.00</p> <p>View options Add to cart</p>	 <p>RG154 Unisex Soft Shell Gilet - Bristol Motor Club £22.07</p> <p>View options Add to cart</p>	 <p>RG155 Female Fit Soft Shell Gilet - Bristol Motor Club £22.07</p> <p>View options Add to cart</p>	 <p>SS14 Unisex Hooded Top - Bristol Motor Club £22.00</p> <p>View options Add to cart</p>

Drive-By

♪ It's beginning to look a lot like
Christmas...♪

Blimey, another year has almost run its course, doesn't time fly when you're having fun!

And this year particularly does seem to have flown by at an elevated rate of knots.

I've just treated my E350 to it's second service this year (well. It was dropping some less-than subtle hints every time I started it, with 'Next Service Due' illuminating every turn of the key), it's just that it doesn't seem that long since I had the 'big' service carried out but, when I checked, that was back at the beginning of April and 20,000 miles ago, phew.

In fairness, as I've reported before, the Merc is so much more refined than my old Vectra for my 150-mile daily commute and the months have passed in splendid isolation as I joyously trundled up and down the M5 in the continuance of gainful employment (I might have been less than honest about my feelings for the M5 in that observation...)

My commute is usually a fairly reliable journey, taking about an hour and twenty minutes or so to get to my office in the morning (all the benefits of getting up early and sat at my desk around 06.30 most mornings), and about fifteen to twenty minutes longer coming home due to the traffic, not much of a strain when most of the journey passes in great comfort at no more than 1500rpm whilst listening to my favourite tunes.

Of course, there's always the chance of some traffic issue or other extending my travelling times and the most recent being the immensely tragic incident of the young girl being fatally hit by a car on the M5 which closed the motorway in both directions for over twelve hours.

Needless to say, the first I knew about it was at stupid o'clock in the morning upon reaching the Taunton junction to join the M5 north only to find the slip road closed. This isn't the first time I've encountered this, and it's previously been due to ongoing roadworks.

Now, being a renowned clever clogs, I quickly determined to continue around the roundabout and head south as the next junction is only a little over five minutes away where I can then rejoin the M5 northbound and bypass the roadworks on the Taunton junction slip

road as I've successfully done before, genius.

Happily heading north ten minutes or so later, and my smugness was brutally wiped away by lots of message boards and a line of cones guiding all traffic off the motorway back down onto the Taunton junction, bo***ks.

Oh well, nothing ventured, nothing gained. No probs, I'll just take the A38 north off the same roundabout and join the motorway at Bridgwater which, in principle, is a perfectly logical thing to try next. Shame then, that seemingly everybody else on the planet had exactly the same idea...

Fortunately, progress was swift no, wait, that's not right. No, progress was remarkably less than pitiful, nose-to-tail crawling at the pace of plate tectonics.

Two miles in two hours and one conversation with my director later, and I turned around to return home to work. A little over four hours after setting out and I'm pulling back onto my driveway.

And the lesson is? Yep, Chris Dymock really must make more of an effort to join in with the modern world and get

some sat-nav and traffic reports sorted out on his mobile phone. Probably going to happen too, you know, given this was the kindly advise from my director...

At least the recent budget didn't add further percentages to the cost of fuel, at least for the moment, although it appeared to be just about the only thing that avoided tax increases. As the old saying goes – socialism is great until they run out of other people's money. Hmm.

The budget did have some impact on our family though: we've held a family meeting and decided to sell off one of the family Lear Jets. Well, one each with a couple of spares is a 'nice to have' but maybe a little too much, they are very reliable after all.

Finally, back to my opening line, and there's always clues that Christmas is drawing ever nearer.

For some, it's the endless chats about plans for the approaching festive break or what presents the children have been pestering for this year (usually electronics with price tags that would have purchased a detached bungalow within living memory...).

Or perhaps sorting out the Christmas menu and how to tell your very elderly family members that this year's sprout harvest was abysmal and you couldn't find any in the shops for love nor money in an effort to desperately avoid a repeat (sorry...) of last year's OAP Christmas lunch flatulence competition that somewhat detracted from the day (but only for the assembled adults, the children spent the whole lunch red faced and doubled up with laughter whilst being constantly reminded to get on with their meal).

It's also very hard to ignore the appearance of Christmas goods in the supermarkets just before Bonfire Night or the announcements on TV about the same time for this year's Christmas specials.



For me? It was coming home, going into my study and finding... well, the accompanying picture paints a thousand words.

Thank you, Lynnette. Poor Winston.

Happy Christmas everybody, I hope you all have (had...!) a brilliant time.

Chris Dymock

2025 Llandow Sprint

Event and Entry Secretary

Llandow Sprints Event and Entry Secretary are roles that Zoë Tooth has performed admirably for the last ten years and now we need someone to take on one or both roles. Zoë has kicked things off for 2025 and so you will get full support to ensure a smooth transition.

Event Secretary

- Dealing with the venue and Cafe.
- Booking Officials/ Medical Team.
- Inviting Championships.
- Setting and maintaining event budgets.
- Drafting and publishing regulations.
- Applying for a Motorsport UK permit
- Hiring in equipment such as Radios.
- Sorting out Marshal Prizes.
- Entries List and Final Instructions.
- Setting up at the circuit previous day.
- Being on-hand on the day.
- Emailing out results afterwards.

Entries Secretary

The two roles really do sit side by side:

- Opening and monitoring entries.
- Dealing with queries
- Closing entries and contacting any reserves.
- Compiling the Entries List
- Assigning Entry Numbers.
- Requesting Awards
- Competitor Signing-on.
- Being on-hand on the day.

2025 Allen Classic Trial

Chief Marshal

Mark Tooth has been Chief Marshal for over 30 years and so we think deserves a break and so we are looking for someone to take on this role too. Mark is also very happy to kick things off to ensure a smooth transition and so once again handover comes with full support.

Chief Marshal

- Recruiting Marshals for each section.
- Compiling the Marshals list.
- Putting together section kit bags to include signing on sheets, tabards, radios, start and

end section boards/ stakes etc.

- Issuing Kit beforehand or on the day.
- Setting up beforehand.
- Dealing with issues on the day.
- Collecting kit at the end of each section.

Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website's sign-in interface. 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 and name 'Bristol Motor Club' are prominently displayed, with the tagline 'Promoting club motorsport since 1911'. 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 warning message: 'You must enter a username' with a link 'Forgotten your username/password?'. The 'Password' field also has a red border and a warning message: 'You must enter a password' with a link 'Have a password reset token?'. A blue 'Sign In' button is positioned below the password field, with a link 'Problems logging on?' next to it. A note states: 'Note by signing in, you agree to our Terms & Conditions.' To the right of the sign-in fields, there is a section titled 'Not a member yet?' with a sub-heading '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 5.12.15.1477-201 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 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 benefits.

Sharing your information

We may share your information with Motorsport UK (MSUK) as required by its General Regulations for governing motor sport, with other MSUK Registered Clubs, with medical personnel, or any other person or organisation, if we have to comply with a legal or contractual obligation. We may also share your information with service providers.

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.



*Classic Car
Mobile
Mechanic*

Mobile Classic Car Mechanic
Service, Maintenance, Repairs
and Tuning of
Classic and Kit Cars

I come to you and work on your car in your garage, no need to transport it anywhere or worry about it when it is out of your sight.

Experienced Mechanic working on cars from 1960s to 1990s.

Fully insured.

Mechanical repairs and servicing, Carb rebuilds and tuning, Fault finding, electrical repairs, welding.

07957545432

Adrian@ClassicCarMaintenance.co.uk

2025 Calendar



Recognised
Club



Date	Event	MX5s	Bristol Speed
Friday 24 January	Winter NavScatter (BMC)		
Sunday 23 March	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 13 April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 26 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 6 May	AGM & Hot Buffet (BMC)		
Sunday 8 June	Prescott (Bugatti Owners Club)	Yes	
Sunday 6 July	Gurston Down (BARC)	Yes	
Sunday 13 July	Aston Down AutoSOLO (EMCOS)	Yes	
Saturday 26 July	Dick Mayo Sprint (BMC)	Yes	Yes
Saturday 27 July	Classic&Performance Parade(BMC)		
Tuesday 5 August	Summer BBQ (BMC)		
Sunday 10 August	Chivenor Sprint	Yes	
Saturday 16 August	Llandow Sprint (BMC)	Yes	Yes
Saturday 6 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Kemble AutoSOLO (Devices)	Yes	
Saturday 18 October	Great Western Sprint (BMC)	Yes	Yes
Friday 24 October	Autumn NavScatter (BMC)		
Sunday 9 November	Fedden Sporting Car Trial (BMC)		
Sunday 30 November	Allen Classic Trial (BMC)		
Tuesday 2 December	General Meeting & Buffet (BMC)		