

Magazine of Bristol Motor Club

# Driving Mirror



Winter 2025



Allen Classic Trial

Also Inside: Thomas Scott - moleracing BSC - Anglesey  
Classic Marques - Electric Dreams - Drive-By

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*Cover: Andrew Curtis couldn't leave his two Weimaraners at home so they joined him on the Allen*

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The next Driving Mirror deadline is  
Friday 6th March 2026.

Please send any words or photos you have to: [Matt@classiccarsdriven.com](mailto:Matt@classiccarsdriven.com)



# Chairman's Chat

## YOUR CLUB NEEDS YOU



**T**he last Sunday of November, so in BMC world it's the Allen Classic Trial. Each year a large number of club members gather for this very long-standing annual event.

Currently organised expertly by Carlie & Pete Hart but supplemented by friends, family and numbers of folk from surrounding areas and motor clubs. The event has road cars travelling on a prescribed route and then going off tarmac roads to traverse steep sections, most of which are tracks which are rarely used during the year and are rutted, muddy with rocks and stones underneath. The final Section is known as John Walker to the north of Bath.

I was part of the team at the start of the last section and I was delighted with the praise and plaudits coming from the entrants. One competitor thanked us

warmly and commented as to how 'slick' the event had been this year. Mulling over his choice of words I likened it to a swan. Very calm, professional and precise to the onlooker yet beneath a huge amount of activity to make it happen. Planning starts very early in the year and involves a large number of people carrying out a smaller portion right up to and including the weekend of the event. Carlie and Pete on the other hand coordinate the others and also give up considerable time and personal endeavour to make the event happen and as the driver said 'SLICK'.

I was also very recently made aware of an award being presented to the club on behalf of the Classic Marques Sports Car Club Sprint and Hillclimb championship. A number of our members compete in this UK wide championship and each year 6 clubs are chosen and each receives a donation of £100 for the benefit of their Orange Army (marshals). It is not possible to get an award two years running. Our 2025 Great Western Sprint was a

championship round and the award, although subjective, reflects how the entrants felt they were treated by all of the officials and marshals they encountered along with the entire organisation of the event.

Individually the above examples seem fairly small. However, they are a measure of how we as a club and our volunteers are perceived and show we are doing something right in continuing to promoting affordable and enjoyable motor sport. Additionally, we have just become an accredited Street Car club from

MSUK (well done Andy Laurence).

This is a marketing exercise to try and bring new people into motorsport, it also means anyone who contacts MSUK and lives in our part of the world will be directed to us as a club. Over the last couple of years, we have also been awarded Sustainability Accreditation again from MSUK (championed by Matt Nichols) which gives us a prominent logo that we can show to those coming into

contact with the club and helps our credibility when trying to persuade land owners that we are responsible and will conserve their land whilst we run our various events.

Dear All at Bristol Motor Club,  
From everyone here at Great Western Air Ambulance Charity (GWAAC) I would like to say a massive thank you for your recent donation of £565. Your support is more important than ever as the average cost per mission has risen by 10% to £2,200 this year. We are truly grateful for your generosity. It is because of wonderful supporters like you that we can continue to be there for those in our shared community. Thank you for believing in our work and for keeping us flying. We really can't thank you enough.  
Sending all our very best wishes,  
Eloise, Jane and all team GWAAC

During the year we partnered with GWAAC (Great Western Air Ambulance Charity) and with generous donations from our Great Western Sprint competitors we paid an amount of £565 to the charity and received a very nice Thank You card in return.

As a club we will look to enhance this partnership in 2026 and onwards

providing our members with the opportunity to help this very worthwhile charity which although we hope not, could be most beneficial to our sport.

Till next time. Very best wishes and I look forward to seeing you out and about at a motorsport event in 2026.

Keep Safe

Mark Benstock



# Allen Classic Trial

**W**e have had a few wet Allen's over the last 30 years. 2025 can go down as a Sunny one, well almost, we did get one sharp shower at Lunch time. A few wet days in the run up and the sections were in fine form for placing one or two challenging restarts.

Travers looked doubtful earlier in the week when we got a call from the

landowner worried that a landslip was threatening the track. We had planned a working party to trim the exit track from Burlledge so added a visit to Travers to the day.

Good news on arrival at Burlledge, the hedges had been well and truly trimmed by the local farmer. At Travers the landslip had increased overnight but we felt by keeping tight to the lefthand side, the track was safe for our use. It worked but what will happen over the coming



**Busy entry assemblies at The Bull, Hinton on a dry chilly Sunday morning**



**Shooting the breeze at John Walker (L-R): Competitors Dave Greenslade, Paul Sunshine and Simon Clemow with Section Start Matt Parr and Claire Tooth**

months, who knows. The Track was impassible for about 15 years following a Landslip in 1968. The little loop at the bottom gets you past the 1968 site.

We got to use the Tog Hill Challenge as intended this year. Thanks to Storm Burt and an overly concerned PROW Officer, we couldn't use the gate access to the field last Year. Farmer "John" didn't want us caught out again. "No problem Pete,

don't worry about the Gate, I will cut you another hole through the Hedge" He did, added some stone to cut and we got the Challenge this year.

I thought 10psi would sort Class 8, wrong again.

Delighted though that at least one competitor in each class cleaned the hill,





**Dan and Tim Cox (Dellow Mk1)**

so the scoring relief mathematics were not needed.

I may go a little higher up the field next year. If you know Tim in the course opening team, ask him how far he got his Landie on Saturday afternoon.

We certainly found the sweet spot for the restart on Bitton Lane. It clearly demonstrated the widening gulf between class 8 and the other classes, despite a tyre pressure penalty only three in class 8 failed yet only three from class 7 cleaned.

Guys hill had similar results on the lower restart and the Upper Restart proved

slightly less of a challenge for classes 3,4 and 5.

Results show nine clean sheets across five classes, seven classes in the top ten, well done all, with only one class needing to go to test times to determine the winner.

Class 8 had four clean sheets. Paul Merson taking the lead from Jack Selwood in a very close 28.4 against 29.2.

Paul also beating all challengers to retain the Allen Trophy for another year. As always, we are indebted to the Marshals and Supporters of the Allen Trial who



**David and Aled Price tackling Travers (Picture Credit: Colin Gwyer - Facebook Classic Trials Group)**



help every year, some new faces too  
which is great to see. If that was you then  
thank you, we really couldn't do it  
without you.

*Pete Hart*

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## **AWARD WINNERS**

Allen Trophy – Paul Merson- Shopland Bob Wood Trophy – Charlie Merson

Henly Trophy – Dave Haizelden

Woodberry Chillcott – David Golightly

Bryan Brothers – Richard Hayward

Renwicks Trophy – Norton Selwood – Beetle

Rumsey Trophy – Carl Talbot – Buckler

Highland Circle – Nicola Butcher – Beetle

Rootes Trophy - John Wheeler – Dellow

Redcliff Trophy – Brian Hampson – Suzuki X90

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

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***Yet another great Allen Trial...enjoyed every section, having to think about placing the car on restarts, a good mixture from PCT style driving on Togs Hill Challenge, to picking your way up Travers, with a nice controlled blast up John Walker. A huge respect to all the Marshals and Officials as always for putting on a good show for our enjoyment.***

***John Wheeler (Facebook - Classic Trials Group)***

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# Thomas Scott - 14yo Junior Driver

**The plan for the 2025 Sprint & Hillclimb season was always for Great Nephew Thomas to tackle sufficient sprint events in order to gain signatures towards his first Hillclimb. Nice and straight forward, planned well ahead to avoid any last minute surprises and the chosen events carefully matched to my work schedule and Thomas's various commitments.**

The medium term plan was for him to complete the obligatory 3 sprints, obtaining Clerks' signatures, then to make the MGCC Wiscombe event his first Hillclimb. Alongside that plan I also intended building a 1.8 version of my current 1.4 engine for my red ZR, ZoRro, and move up a class to A2. As per usual time caught up with me and I was late starting the build so instead of putting together a 'proper' engine I decided to utilise the components I already had in the workshop to build a cooking motor that would just do the season. Then over the winter I planned a proper forged build. More on that later.

T's first event was the Clay Pigeon sprint on Sunday 25th May, having turned 14 on May the 7th. The weather was set fair, always good for a first event, and there were a number of other juniors

competing so he had some common ground in the paddock and they all soon formed a clique and were busy discussing driving and times. We'd chatted at length about his goals for the season, and for each event, and for Clay he simply wanted to chip away at his times and come away having learned more about the car and improved his own driving skills.

As per the junior regulations I was allowed to accompany Thomas on his acclimatization laps so I sat in for 2 of them, (4 laps in total) trying to give him some pointers re. lines and braking points, then got out and left him to complete the final 2laps solo. As the day went on his times, though not yet competitive, came down significantly and his confidence grew immensely.

As many of you will be aware the paddock to start line route is narrow and twisty and needs careful driving. Thomas was a little nervous about the tight space and also the start procedure, I have to say that the start marshals were absolutely brilliant with the juniors. They were very clear, very calm, and treated the juniors like any other adult competitor.

With Clay behind us we looked forward to the next event, the Dick Mayo Sprint at Castle Combe on July 26th. As my car

was still not sorted I decided to use my entry to double drive the standard 1.4 with Thomas. I wasn't expecting to be competitive but it would at least be a benchmark for Thomas for future events.

Combe is a real contrast to Clay, with it's fast sweepers and heavy braking, and the notorious Avon Rise, compared to the narrow, twisty and relatively low speed of the Kart track. We arrived early, having driven through torrential rain, to find the track damp but drying, and set off on foot for a circuit walk. I've driven hundreds of laps of Combe but never

walked it. It's bloody long.

After an 'interesting' driver's briefing (if you were there you'll know lol) Thomas and I suited up in preparation for his acclimatization laps. Once again I sat in for 2 then came into the pits to get out and left him to complete the final lap on his own. On returning to the paddock after his first practise run he got out of the car with a big grin on his face and proceeded to relate his drive in great detail.



**Young Thomas 'analytical' in his approach to getting times down**



He's quite analytical in his approach to most things and is definitely more Alain Prost than Keke Rosberg. We're very similar in that respect; I like to understand where and how the time is made or lost, then work at it methodically. I can drive blind and sort it out as it happens but prefer not to. Although he hasn't competed for some time my brother Neil is the total opposite. Anyone who remembers him and his obscenely quick 9,000rpm Corolla AE86 will also recall how spectacular he was to watch, never leaving any doubt as to whether he was on the limit. He was firmly in the Gilles Villeneuve mould, a big contrast to my style for sure.

As the day went on the times came down and, despite missing a gear exiting Bobbies, his last run was his quickest on a 92.61. Class winner, and a positive veteran in comparison, Polly Ashley took the class with an 85.24. All in all a decent outcome for his first visit to a daunting track, and only his second ever competition. Slightly surprisingly I ended up 3rd in A1. Johnny Hollier set a new ASWMC record on 72.25 and the ever present Peter Stiles' Swift was 2nd on 78.55 whilst I took 3rd with a 78.88. Given that the ZR is standard aside from seats and belts I was dead chuffed to be 0.33 behind Peter.

The next event was a 2 day sprint at



**Thomas pushed hard at Chivenor before the rear stepped out the car collecting one of the 50 gallon water filled drum that defines the course**

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***MSUK Steward Paul Parker had seen just how shaken Thomas was and took him around the course, in his own road car, asking him to point out his reference points, gear choice, where he thought he could be quicker and what led to his off. T came back a changed person, having learnt some new words and an insight into divorce costs, his confidence restored and ready for his afternoon runs.***

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Chivenor, North Devon. If you've never done the event you're missing a fantastic experience. The course is well laid out with a mix of extremely quick corners, big stops, and a timed 1/4 mile drag off the start. Couple that with great organization by NDMC and you have a top weekend.

My car was still not playing ball and, having done last years' event, I was very tempted to double drive with Thomas but decided to skip it this year and go as pit crew. The usual wait for the main gates to open, bang on time, then find the paddock space and attend the (extremely clear {others take note} ) drivers' briefing. The event is a single lap sprint of 2 miles, Thomas elected to drive his familiarization laps solo so in effect he did 2 consecutive laps as class A0 always runs first and his first practise was back to back with his familiarization run. Ideal.

A fairly uneventful but productive

Saturday passed and progress was made on times and lines to Thomas's satisfaction, Sunday dawned dry and the plan was to push braking points and corner entry speeds, as well as earlier on the pedal exiting corners. Notice I say "the plan". Last run before lunch saw a great launch and much quicker 1/4 mile speed, then it all went quiet and commentator Pat Jennings uttered the immortal words "I don't think I saw him exit the first left hander".

There was a very good reason for this, Thomas had out braked himself and, whilst a more experienced competitor might have opened the steering and surrendered the corner, Thomas tried valiantly to get the nose in. Unfortunately the course is defined at that point by blue plastic 50 gallon drums. Filled with water. The back stepped out and the rear quarter thumped the drum full on, shattering the rear side window, the momentum (there was quite a lot of it

lol) sending the car in the opposite direction spinning harmlessly but rapidly across the infield.

Marshals were quickly on scene and deemed the car driveable and Thomas fit, so he wombled back to the paddock to survey the damage. At this point, as is customary, a number of fellow competitors descended on the car offering tools, tape and sundry other items to make repairs, whilst others carefully removed the shattered glass from the rear seat and boot. As there was no structural damage, only panels and glass, the scrutineers soon signed the car off and before you could say "Castrol R" the car was track ready.

Not surprisingly T was pretty shaken up by his off, however his main concern was that he'd damaged my car and I'd have to fix it. Fortunately I have a 'parts car' from which to source any odd bits and pieces (a nod to Rod at Frampton Garage) so it wasn't anything time and money couldn't sort. At this point Paul Parker, MSUK steward, had seen just how shaken Thomas was and wandered over to our paddock space for a chat.

What followed was nothing short of inspirational. He chatted to T for a few minutes then they both disappeared. Paul then took T around the course, in his own road car, asking T to point out his reference points, gear choice, where he thought he could be quicker and what led

to his off. T came back a changed person, having learnt some new words and an insight into divorce costs, his confidence restored and ready for his afternoon runs. When people ask me what the Sprint & Hillclimb fraternity is like it's these moments that make me so grateful



**After a decent opening season plans are already**

for how we operate in the South West.

That brings us to the goal of the season, the MGCC Wiscombe event. Having gained his signatures T was now let loose on the hills. Two things happened at that point, I smiled, and my blood pressure went up.

In his usual steady and methodical way T asked me for any video that might help him understand the hill and give him an overview of the do's and don'ts. My



philosophy really has only 2 of these, i.e. DO get to the top, DON'T crash, and that was the aim of the day, to soak up the atmosphere of now being a driver rather than a spectator, and to take in as much as possible about the hill itself.



ly afoot for next year (Picture Credit: NDMC)

We arrived early evening at Wiscombe, my sister Caroline having already pitched the caravan, and chatted about the following day. As it was still light we hopped into the ZR and T drove me down the hill. After practising a few hill starts on the paddock approach road (only drive downhill on the grass) and checking out his paddock space we returned to the start. We drove slowly back up the hill, pausing at various points to view and chat about the course, and by the time we'd reached the finish I felt like even I had learnt something.

Saturday was a decent day after heavy overnight rain and the track was it's usual patchy self under the trees, but drying quickly elsewhere. We were double driving the car so a bit of experimentation with seat positions and belt lengths was required to minimize changeover time. I think this is the first MGCC event I've done without the presence of the redoubtable Bruce, he'll be sorely missed.

The first practise went off well, if a little cautiously, Wiscombe is notoriously slippery when half wet/half dry, even with the excellent new surface. T was happy to find his own way and systematically chipped away at his times whilst learning both the car and the hill & also chipped away at the right hand bank exiting Martini, as witnessed by the tank tape (thank you Mike Ford) but other than that minor indiscretion the day passed off with no major mishaps and a huge box ticked. No award but invaluable experience and a great way to finish this season and set up for next year.

I managed 3rd In class to Peter Stiles, again the ZR performing way beyond expectations for a std car. Having said that I rarely get out of the car with quite as much adrenaline as I did on the final run, how we didn't visit the scenery is a mystery lol.

*Chris Briant*

## Anglesey - But first the simulator

**F**or the last few years Claire and I have been saying that we must get to Anglesey as everyone tells us what an awesome track it is. We decided to bite the bullet this year and go along as part of the Classics Marques championship, which may not have been the best decision for a first visit, more about that later.

To get familiar with the track Matt Parr, offered us practice time on his simulator. The last time I had done any driving 'games' was playing Super Mario with Claire when she was little, where I usually span off, lost my bearings and ended up going the wrong way around the track; Matt advised that this might be an altogether different experience.

Claire and Matt had already spent some time setting up the simulator version of an Elise to be a more accurate representation, in particular, getting the steering as near to what is the car's defining feature as they could. Matt suggested trying it first at a familiar circuit to get the feel of things, so Castle Combe was the obvious choice. As soon as I left the pits with the steering shimmying in my hands over the changes in tarmac, I realised this was a few steps more advanced than Super Mario.

It did take a bit of getting used to, particularly the brakes which were difficult to judge without any real deceleration force, so there were a few trips off the circuit, with the pit wall amusingly telling me to watch the track limits when I'd been off the track and all over the grass.

We then switched to Anglesey, with Claire and I spending the rest of the evening flogging around (and occasionally off) both circuit layouts with Matt showing us how it should be done and making it all look terribly easy. The big negative for me was that it did make me feel quite queasy, so I couldn't spend too long on it in one go. Whether it was it worth it, we'd soon find out.

The weather for the weekend was not looking good with storm Amy wreaking havoc. The trip up on Friday was not pleasant at all, with constant rain and associated spray on the motorway and ever-increasing wind along the top of Wales. At least we made it on to the island before the bridges were restricted, causing long queues which delayed Neil Thomas getting to his Premier Inn. Neil had wisely decided that his tent box might not be the ideal sleeping solution; we would have heard the sonic boom as the RAF Typhoons were scrambled to intercept the unidentified object in our airspace.

Our plan on arrival was to get the car scrutineered and walk the circuit. However, you literally could not walk into the wind and just standing up was a challenge, as was opening any door in case it would be ripped off. We decided that leaving the car on the trailer and heading off to our cosy farm Airbnb was the safest course of action.

We arrived at the circuit early on Saturday morning to find the wind and temperature only marginally better than Friday, but we had worked out how to park the van to provide a wind break. We were half expecting to be told the

event would be cancelled, but everything seemed to be carrying on as normal so with scrutineering complete we ventured out to inspect some bits of the track but avoided going to the higher parts for fear we wouldn't be able to walk back into the wind.

At the drivers briefing we were told that the planned 9.30 start would be delayed as the timekeepers were having difficulty setting up their equipment; hardly surprising. Saturday was to use the shorter National circuit and Sunday the full International layout, with those new to the events offered a convoy run both



**Claire on the pace at Anglesey. Time on the simulator helping to learn the lines**



days which was useful.

With Longton running the BSC contenders first, followed by all the double drives (which for the CM's meant a gap of around an hour to the main class) I was one of the first out. The main hazard seemed to be the amount of salt being blown in from the sea which would turn the windscreen white within minutes, a handy time to find out the screen wash pump had packed up. We developed the regime of the second driver cleaning the screen just before the start which provided sufficient visibility for a lap.

After the one practice run the CoC made the call to stop for an early lunch in the hope the weather would calm down for the afternoon. It did very slightly but was still extremely unpleasant. However, it was a good call as they managed to fit in four timed runs with a reasonable finish time.

The final result saw Ben Curry take his maiden win in his Porsche Boxster, ahead of the ever-present Kim Adams in his Elise. I was reasonably pleased with being one of a handful of 19 CM drivers to break the 65 seconds barrier, but the CM algorithm knocked me down to 12th, with Claire being further adrift after having an uncharacteristically poor day.

The evening saw us join around 20 Classic 'Marquers' at a local restaurant

for an agreeable evening out. It's always interesting finding out what people do in other walks of life; I was sat next to Peter Dignan who is one of the people behind Pistonheads.

Moving on to Sunday, with an improving forecast and allegedly no rain, we were optimistic for a better day. Practice saw Peter Sherratt, leading the way in his BMW M3, from Kim Adams (Elise) and Ben Curry (Boxster) keeping up his Saturday form in third.

Just as the BSC cars were queuing for the start of T1, it started to rain, quite heavily, despite the forecast and rain radar showing nothing. I joined the queue behind them and stayed there for around 40 minutes and three red flags. I wasn't too concerned at the wait as the sun was now shining and I assumed would be drying the track. Wrong.

As I turned into the first corner there was no grip and the Elise slithered towards the outside curb. I just managed to keep it on the track unlike a few others who had grassy moments at the same place. With the second corner being similar I decided to take things easy. Claire later told me the reason for the all the red flags was single seaters (likely on slicks) spinning at the first corner.

Because of the big time gap, the main CM batch had generally far better track

conditions although still slightly damp in places. Kim Adams did a stonking 105 in his Elise, while Nigel Trundle, Steven Cork and Ben Curry were the only other drivers under 110, with Ben sneaking in by one hundredth of a second.

The lunch break gave the track a chance to completely dry and the wind even died down, so the windscreen was no longer covered in salt minutes after cleaning it.

The afternoon again belonged to Kim, the only driver to break the 100 second barrier. He decided that as Claire and I were an insufficient threat, he would give us a few tips which helped Claire get down to 105 dead for her last run, which she was pleased with.

Kim took the win, but only just on the CM algorithm, with Mark Harris an excellent second in his Porsche Boxster, just 0.23 behind. Ben Curry followed up his Saturday win with third position. And normal service was resumed with Claire beating Dad.

So, was the sim practice worth it? Most definitely, as knowing where the track goes avoids wasting runs learning it. The big benefit was the approach to Radar, a tight second gear corner which is completely blind and approached at three figure speeds on the international circuit. Working out the line and particularly braking point probably saved a spin and/or trip onto the grass.

We spent Sunday night in the cottage with a Waitrose curry ready meal and a bottle of wine, where discussion turned to what we might do (or not do) next year, assuming the CM championship will have us back. I won't go into details, but we both prefer the circuits, so will drop some of the hills.

We travelled home on Monday, ironically in the sunshine, air con going and sunglasses on. Tuesday was spent pressure washing all the salt from everything, particularly the trailer, as salt plays havoc with galvanising.

Was it all worth it? Well, Anglesey is up there as one of the favourite circuits and overall, it was an enjoyable weekend with good company. We will be back for another go, hopefully in better weather. It would be difficult to be any worse.

*Mark Tooth*

**A**fter fixing the failed fuel pump and regulator in Northern Ireland, the car was back on song at Llandow for a club meeting mentioned in the last report. This was just in time for five days of flat-out driving, partying, and festival mayhem at CarFest.

I was thrilled to be invited back by Chris Evans, especially for the final year at Laverstoke Farm before the event moves to Silverstone next year. Giving up a bank holiday to thrash the car and entertain 90,000 festival-goers has its perks: great food, prime camping, full festival access, and even a VIP lounge.

In the “Motorsport Trackstars” class, I lined up alongside three F1 cars and two outrageous prototypes — think modern Red Bull and McLaren lookalikes. The Red Bull replica didn’t last long before clipping the bales on cold tyres, while my soft Pirellis were spot-on for a few flying laps — quick enough for the fastest times (not that it was officially timed). All around us were millions’ worth of hypercars: McLarens, Aston Martin Valkyries & Valiants, and all the latest exotica.

The car never missed a beat, and every evening I let 40–50 kids carefully in the

cockpit — huge smiles all round and hopefully some lifelong memories made. To mark the end of CarFest at Laverstoke, 100 cars joined in a deafening “minute of noise” instead of silence, with EV drivers waving their arms to join in. Chaotic, hilarious, and oddly emotional. Sharing the weekend with friends — and with Giulia keeping me organised — made it even more special.

## **Pembrey – Wet and Wild**

After skipping Snetterton for CarFest, I’d slipped from 3rd to 6th in the championship, so Pembrey was about clawing back ground. Fresh software from SBD, refined using CarFest data sent live all weekend, had sharpened things up nicely. With a dry Saturday and a soaking Sunday forecast, it promised a weekend of extremes.

Qualifying brought plenty of drama. Pete Goulding slid off Paddock Bend but escaped the barriers; Ethan Faulkner’s spin at Brooklands destroyed his floor and radiator — weekend over. He’s already lined up a new car and looks set for a serious title tilt next year. My own Saturday was steady but too cautious — two 6th-place finishes but enough to nudge me back to 5th overall. The car was fettled overnight with wet setup and software ready for the storm.

Sure enough, Sunday dawned damp and



### **Steve in the end happy with his sixth overall in the Championship**

soon turned biblical. Mike Froggett was the first casualty, spinning at Brooklands. Most of us stayed on wets for quali, but when the heavens properly opened, it became survival mode. Chris Jones somehow spun a full 360 yet still took 2nd; Pete won, John Loudon was 3rd. My run was like wrestling an aquaplaning animal — the steering barely did anything, and on a straight usually good for 140mph, I was down to 85 through the puddles.

By lunchtime we'd dried what we could, and conditions slowly improved. I managed to edge ahead of Loudon, though Duncan Barnes (pictured here in the pit lane) nicked past, leaving me 5th again. Steve Broughton, after a rerun due to Carole's electrical gremlins, nailed the best conditions to win — keeping his title

hopes alive. I moved up to 4th overall, but Steve and Chris are the ones charging hardest up the table.

### **Blyton Park – Data & Dev'**

Having been competition secretary for the Nottingham Sports Car Club for years, a relaxed weekend at Blyton felt like the perfect no-pressure event — and another chance to help SBD refine traction control mapping.

I was up against Steve Brown and Glyn Sketchley for overall honours. Saturday's Eastern layout was close — Steve just edging it by a few tenths. Overnight rain greeted us Sunday, but as the track dried I stuck with slicks, partly for data gathering and partly out of stubbornness!





**Top:** 550bhp Norma hit 175mph.

**Bottom** 2025 Champion Steve Broughton

SBD had asked for “hooligan” driving to stress-test traction control, so after each run I sent logs and waited for updated maps to try next time out. Glyn skipped the first two wet runs, and I led comfortably after run three. But on run four he pulled a blinder — 1.2 seconds faster. That lit the fire, and on the final run I pushed deep into three braking zones to claw back half a second and take Fastest Time of Day — or FTD, for those in the know.

## Anglesey – Storms and Standouts

Arriving Thursday gave me a few laps in the wet on Friday morning before Storm Amy rolled in, cancelling the afternoon session with 60mph gusts and sheets of rain. Visibility was awful, but at least we got some shakedown laps in — and it was entertaining watching everyone else get blown around unpacking.



Saturday's first practice was wet and I was second fastest overall, but as the track dried I slipped down the order. Results-wise it wasn't my weekend — a pair of 6ths and 7ths in the run-offs — but I did climb above John to take 4th overall with two rounds to go.

Star of the weekend was 22-year-old Ethan Faulkner — a SIM racing prodigy from Northern Ireland now proving just as fast in the real world. With his new paddle-shift, traction control, and left-foot braking setup, he dominated three of the four run-offs. On this form, he's a genuine contender for the 2026 British title.

With just Castle Combe left, only Steve Broughton and Pete Goulding could still win the championship. Steve had the lower score to drop, so if form held, after run-off one they'll be neck and neck — setting up a one-run shootout for the season finale.

## **Combe – Championship decider**

And that's exactly how it played out. After timed run one, Pete held a single-point lead, setting up a showdown in the final runoff. Steve went out about ten cars earlier and delivered an absolute blinder to take the lead. One by one the others tried — even the 550bhp Norma hitting 175mph couldn't top it.

When Pete launched, all eyes were on

the live timing. At the three-quarter mark he was half a second up on his best, with the power section — where his 400bhp Ecoboost really sings — still to come. But as he charged up Avon Rise for the final run of the season, the outside rear pushrod collapsed under the strain. Pete's challenge was over. Steve clinched the British Sprint Championship by just two points — a brilliant effort from both drivers.

I couldn't add to my points on the first runoff, but the second looked promising after a good talking-to and a deeper push. With just one point needed to jump from sixth to fifth overall, I was 2.4 seconds up at the three-quarter mark. I nearly lost it through the fast Camp corner and clocked 148mph over Avon Rise before the dashboard lit up with low fuel pressure warnings. I backed off rather than risk running lean and blowing the engine. My mistake — I'd forgotten to refuel amid the chaos. Still, I'll take the positives into winter: the speed and potential are there, and I was within a few tenths of Steve and Pete at that point.

So that ends a season where there have been several significant new cars mounting full championship campaigns and the standard at the sharp end of Sprinting in the UK is always going up. I'm pleased with my final position, and many plans/upgrades are under consideration for a full on 2026 season.

*Steve Miles*

# Classic Marques: Winning the Mazda Class

**A**s I look back on the 2025 Classic Marques Speed Championship, I'm still slightly taken aback by how the season unfolded. What began as an ambitious step into a new series, it's fair to say I didn't expect an outcome like this.

## Settling Into Classic Marques

Joining Classic Marques was a new challenge for me. The variety of cars, the depth of talent, and the atmosphere around the paddock were all things I'd admired from the outside. Taking part meant stepping into an environment where every venue demanded something different and every event taught me something new.

My goal at the start of the season was simple: be consistent, stay tidy, and learn as much as possible. I knew the MX-5 NC was a capable car, but the championship format rewards drivers who can deliver results across a wide spread of circuits and hillclimbs. That was the part I found both daunting and exciting.

## A Season of Steady Progress

Round by round, I tried to focus on improving the small things - braking points, track walks, data, and watching

other drivers who were kind enough to share their experience. Bit by bit, the times came down.

When the final results sheet appeared, I was pleasantly surprised to see that I'd finished 7th overall, with a Best 8 score of 194.83. To be placed alongside so many quick and experienced drivers is something I genuinely feel proud of.

## Mazda Class Honours

The Mazda contingent in Classic Marques is strong, and the class is always closely fought. Drivers like Nigel Trundle, Chris Parr, Aaron Sharp, Jim Hood, and many others kept the bar high all season long. Every event felt like a fresh challenge, and every point mattered.

Seeing my name listed as the Mazda Class winner in the official awards document was a moment that meant a lot - mostly because it reflected consistency rather than outright speed. It felt like a reward for simply sticking at it and trying to make steady progress throughout the year.

## Mazda Class Summary (Top 3):

1. Phil Oliver – Mazda MX-5 NC
2. Nigel Trundle – Mazda MX-5
3. Chris Parr – Mazda MX-5

### **Surprise bonus: Best Newcomer**

Receiving the Best Newcomer award was perhaps the biggest surprise of all. I never set out with awards in mind; I just wanted to experience the championship properly and give my best at each round. To be recognised in that way by the championship organisers was genuinely humbling.

### **Gratitude for the Paddock**

One of the things that stood out most this season was the camaraderie. Whether it was advice offered in the paddock, encouragement from fellow Mazda drivers, or simply the friendly atmosphere at every event, the support made a huge difference—especially when tackling new venues or tricky conditions.

Classic Marques is a competitive championship, but it's also a very welcoming one, and I'm grateful for that.

### **Looking Ahead**

Winning the Mazda class in my first full season is something I'll always look back on fondly, but I see it as a starting point rather than a peak. There's still plenty to learn, and I'm already thinking about how to build on this year and keep improving.

For now, though, I'm simply thankful for the experiences, the people I've met, and the unexpected success along the way. 2025 was a special season, and I'm looking forward to seeing where the next one leads.

*Phil Oliver*



**Phil pushing (a little too) hard at the Great Western Sprint**



# Electric dream – Great Western Sprint

**Last event of the season for my Hyundai Ioniq 5N - the Great Western Sprint at Castle Combe on the 18th October 2025.**

Organised by Bristol Motor Club, the event was oversubscribed this year, and despite having 5 cars in our class (over 2600cc road legal cars plus EVs) it turned out 3 of them were in the reserves, and only got to practice before having to go home.

Practice started badly when I hit the Eco mode button instead of the power boost button. So, not only not burning fossil fuels, but even saving electricity.

The first timed run in the morning went better. A 143.9s run saw me leading our class, but more importantly, the fastest of all the 'road based' cars (excluding the pure race cars like Radicals, and single seaters, but including highly modified road cars on slicks).

Those who know me know that I am keen to show the ICE drivers and petrol heads that EVs can be competitive and fun on track, and maybe convert a few. The best way to achieve that is to take a factory standard EV and show them it can be quicker than any petrol car.

Lunchtime involved a charge up for the car at a local service station and although fairly satisfied with my first timed run, I



**Locked and loaded. All 640bhp 2.2 Tonnes of Hyundai ready to go**

hadn't yet beaten my best time from the of 142.7s at the AC Owners Club sprint at Combe in August, or a similar time set in a Tesla Model 3 Performance back in 2023.

If you know electric cars, you'll know that maximum power can drop off as the battery charge level drops. The 5N is pretty good from that point of view with any drop off not being very noticeable until your under 40% battery charge. Even so, after the lunchtime boost I was looking forward to a couple of afternoon runs with close to 100% battery.

So the second timed run, first of the afternoon was something of a disappointment when I was again at 143.9s and a few hundreds slower than the morning run. Even worse - a Porsche Boxter GTS 4.0 was 1.10secs faster. Steven Lyle must have been wringing that things neck as it looked like it was an automatic.

So we sat in the cafe trying to work out how to find another 1.10secs and unable to identify any particular area of the track that I was doing badly. Our final conclusion was to just try and go a little bit faster at each corner.

Sitting on the line, launch control engaged, I decided the only way to go was to get off the brakes earlier on each corner, go in with a higher entry speed and see what happens.

Now this car weighs 2.2 tonnes. It has 600bhp, with a boost button to 640bhp for 10 seconds. So, I normally try to drive it smoothly. People had commented how it was showing its weight with the sudden lean on turning in etc. Not the kind of car you throw around. So far...

So that's what I did, just threw the car into the corners, sorted it out when I got there, caught the oversteer and no doubt the car's electronics were doing their bit to keep me on track.

As I crossed the finish line I commented that the lap felt scrappy. I was therefore a bit shocked to see the time of 141.5secs. Beating all the road based cars by what turned out to be 1.3s.ecs.

It turns out you can throw this car around. Maybe my driving style is changing next year.

*David Broadway*

# Drive-By

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Now, that's a rare thing of beauty...

Hi everyone, just musing on what's turned out to be, for myself, a veritable classic car spotters dream Autumn, with the car eliciting my response above being my recent sighting of an Audi UR-Quattro coming the opposite way on a local A road.

I can't remember the last occasion I clapped eyes on an UR-Quattro and it's quite likely that it was as a static display at a classic car show somewhere, so to see one on the road is certainly a rare treat and I still consider the look of this 1980's game-changer to be absolutely spot on, especially as this one was bedecked in full Audi rallying colours and stickers and with a set of six spotlights hanging on the front end.

There wasn't enough time to see if there was a roll cage fitted, so I'm guessing it was most likely a homage to the all-conquering original rally Quattro, unless it was one of the, presumably, very rare original rally cars, in which case I might have to start being mindful of treading in rocking horse manure...

Even so, a real treat and added to my growing list of classic cars spotted on our roads since my last article and which now includes a Ferrari 250GT SWB (one of my all-time favourites, and definitely rarer than rocking horse poo), several Jaguar Mk 2s, a Jensen Interceptor, a surprising number of Triumph Stags, Spitfires, TR6s, TR7s and a single 2500PI saloon, far to many original Minis, more MGBs than you fathom and a

single MG TD (or TF, I can't tell the difference unless they're parked together), a 1980s Lotus Esprit Turbo, a 1960s Lancia Flaminia 4-door saloon (another incredible rarity), a GT40 replica and a couple of wedge-shaped 1980s TVR 350i.

On the subject of TVRs, on a recent visit whilst Lynnette was chatting with her sister, her brother-in-law showed me around not one, but two of these gentleman's chariots that he now owns, a Chimera which he's owned for a few years and his recently acquired, late production T350 Coupe. Both cars have TVR Power engines and he's tidying the T350 for resale after bagging it for a surprisingly good price.

And it's not just classic cars that have brightened up my journeys in the past couple of months (presumably thanks to decent Autumn weather outside of a couple of biblically wet days and benefitting from some great roads down here in South Somerset), I appear to have also been graced by the (sometimes fleeting...) presence of a number of more modern exotica.

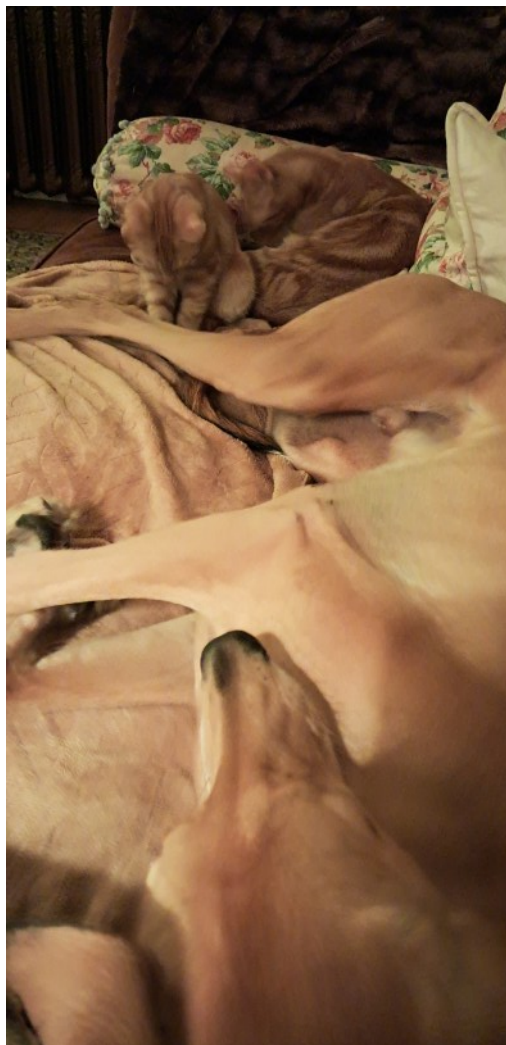
In addition to the extraordinary number of classic cars on my local roads, I've also spotted SF90 and Roma Ferraris, a couple of Aston Martin DB12s, a 25 plate Bentley Continental and a couple of McLarens (I haven't got a clue as to which models, but they certainly have more road presence than photos would have you believe)

So, a veritable smorgasbord of automotive wonderment to enliven my time spent at the helm of my E350 which at least continues to provide first class cost effective, quiet and comfortable commuting, if nothing more exciting than that, especially as anything more dynamic or with knock-your-socks-off performance wouldn't likely to be sensibly affordable given my 2,500 miles a month commuting.

In fairness, the E350 does at least have a reasonable turn of speed if you want it, and it's certainly useful having 400 lb ft of torque at one's disposal if you get stuck behind yet another Aygo or Civic being pedalled along at a hair-raising 40mph on one of his majesties national speed limit A-roads, an all-too-common occurrence here in semi-rural South Somerset.

Anyhow, in other news, the latest changes to our household arrived a couple of months ago after Lynnette received a family WhatsApp message informing her of a ginger cat and her recent litter of five kittens looking for a new forever home.

Now, Lynnette is definitely a cat person and the three years since our previous moggy passed away has been the longest period Lynnette hasn't had a cat in her life, so when the discussion we had upon my return from work one evening broached the subject, I knew it was a fait accompli regardless of any views of mine or my gentle reminder that our other house occupant is Ruh. A 26kg Lurcher...



**Ruh, Chilli and Nut**

Nevertheless, we (that's the royal 'we', obvs) decided that as two or three of the kittens had already been found new homes, we would home the mum and one of the female kittens and that was that and they were duly collected a few weeks later.



Remarkably, both mum and daughter have settled into their new life with us in what seemed to take no more than the first week or so, and our ferocious hunting hound (my prime concern, if I'm being honest) has demonstrated nothing more than a mild curiosity about our new residents, even to the point of bemusement as he stood quietly watching the mum cat making a valiant attempt to finish his dinner for him as she tucked into his bowl of food before we could stop her.

The mum was already named Tilly when she arrived and Lynnette wanted to change this as well as naming the kitten. As usual for these things, any suggestions I made about potential names for the mum and kitten were universally ignored, and Ruh's suggestions of McDonalds and KFC (you know, both fast foods...) really wasn't well received.

Lynnette eventually settled on Nutmeg for the kitten after thinking the little darling resembled just such when curled up, and Chilli for the mum as it sounded close enough to her original name of Tilly to reduce confusion and also suited her colouring.

I have to admit that this rapid settling in of our new arrivals and that all of us now share the drawing room of an evening, with Ruh in his usual place crashed out between us on the sofa and the cats snuggled up on one of the other sofas, is really rather wonderful and surprisingly cathartic.

I hope you enjoyed last month's crossword puzzle and found it a bit of fun if you gave it a go, even allowing for my slightly wonky maths on the number of letters for the answer to one of the questions - sorry about that but

I'm sure it wouldn't have puzzled you for long.

And now we find ourselves rapidly approaching the Christmas festive season and once again we're at home for Christmas and Boxing Day with just three of us on Christmas day, but around thirty joining us on Boxing Day which is something Lynnette and I are really looking forward to (well, in truth I have been checking that the cellar is decently stocked – don't judge, we all have our ways of dealing with these things...)



Which just leaves me to wish you all a very happy and peaceful Christmas and New Year.

Oh cr\*p, must go, the Christmas tree is either experiencing a Richter scale qualifying earthquake, or that bl\*\*dy kitten is climbing

the inside of the tree again in order to bat more baubles into the middle distance...

*Chris Dymock*

### Crossword answers from last time:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	A	R	I	E	L	N	O	M	A	D		O	M	I	T
2		E			E				S			M			E
3		N			W		M		T	O	Y	O	T	A	S
4		A	L	P	I	N	A		O			D			L
5		U			S		R		N			A	R	N	A
6	A	L	F	A			K	T	M						S
7		T		T	I	N			A			V			
8	A			O			E	U	R	O	P	A		V	
9	T	E	A	M			A		T			L		A	
10	E						S		I			K	O	N	A
11		H	A	M	I	L	T	O	N			Y			
12		Y		G		O				T		R	U	S	T
13	S	U	V			T	O	N		U		I			O
14		N				U		U		R		E	L	O	N
15		D	S		Z	S		T		B					A
16	K	A							R	O	V	E	R		L
17		I	T	A	L	Y			O		E				E
18	E				E		C		M	O	R	G	A	N	
19	X				A		A		E		Y		G		
20	E	X	P	E	D	I	T	I	O	N		F	O	R	D

# Join Bristol Motor Club

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 club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a login form with fields for Username and Password, each with a red border and a red error message: "You must enter a username" and "You must enter a password". There are links for "Forgotten your username/password?" and "Have a password reset token?". A blue "Sign In" button is present, along with a link for "Problems logging on?". To the right of the login form, there is a section titled "Not a member yet?" with a green "Register here" button. Below the login form, a note states: "Note by signing in, you agree to our Terms & Conditions." At the bottom of the page, there is a small copyright notice: "Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE 1".

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](http://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?			(Delete as appropriate)	
			YES / NO	
Full Membership			£25.00	
Associate Membership (Live as same address as Full Member)			£10.00	
Junior Member (U18)			FREE	
Additional windscreen sticker (first one is complimentary)			£ 1.50	
DEDUCT REWARD POINTS £1 each			(NOT applicable to NEW club members)	
<b>TOTAL</b>			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](http://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 [membership@bristolmc.org.uk](mailto: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

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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.

# Leisurewear

We are pleased to offer members a range of clothing from **Osnic Embroidery**. Each garment will have the Bristol Motor Club badge embroidered on it **in full colour**. It measures 75mm across the points; the version embroidered on caps is correspondingly smaller.



This is an ideal opportunity to use your BMC Reward Points.

## Ordering Information

Browse the [BMC Clothing](#) catalogue (it will open in a new page) at your leisure and select the items you want to order, making a note of the product, size and cost. Then email details of your order to Tony and Angie Streeting [tonystreeting@outlook.com](mailto:tonystreeting@outlook.com) quoting the product, size and cost and how you would like to pay.

The goods should be available for collection at Club Night the following month, approximately four weeks later.

In any case you will get an email when your garment has been received.

If you're unable to get to Club Night then they may be collected by arrangement. All prices include VAT and delivery to Bristol, but if goods have to be posted to your home there will be additional carriage charge. Payment on handover, by cash, card, cheque, or [Reward Points](#) in any combination. (Payment in advance of despatch if not personally collected).

## BMC Clothing Catalogue:

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

## Website Page with more information (Including Order Form):

<https://bristolmc.org.uk/leisurewear/>



Date	Event	Juniors	All Rounders
Tuesday 6th January	Club Night - Swan Hotel - BS32 4AA		
Tuesday 3rd February	Club Night - Swan Hotel - BS32 4AA		
Sunday 22nd March	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 29th March	Shenington AutoSOLO (Oxford MC)		
Sunday 12th April	Kemble AutoSOLO (Bath MC)	TBC	
Saturday 25th April	Wiscombe Park (Woolbridge)		
Sunday 26th April	Wiscombe Park (Woolbridge)		
Sunday 24th May	Chepstow AutoSOLO (BMC)	Yes	Yes
Saturday 30th May	Llandow Sprint (Chepstow)		Yes
Saturday 6th June	Abingdon AutoSOLO (Dolphin MC)	Yes	
Sunday 21st June	Chepstow AutoSOLO (BMC)	Yes	Yes
Sunday 12th July	Aston Down AutoSOLO (EMCOS)	Yes	
Saturday 1st August	Dick Mayo Sprint (BMC)		Yes
Sunday 2nd August	Classic & Performance Parade (BMC)		Yes
Saturday 15th August	Llandow Sprint (BMC)		Yes
Sunday 16th August	Thruxton AutoSOLO (Dolphin MC)	Yes	
Saturday 5 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 6 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 27 September	Shenington AutoSOLO (Oxford MC)	Yes	
Saturday 10 October	Great Western Sprint (BMC)		Yes
Sunday 8 November	Fedden Sporting Car Trial (BMC)		Yes
Sunday 29 November	Allen Classic Trial (BMC)		Yes
Tuesday 1 December	General Meeting & Buffet (BMC)		