

Magazine of **Bristol Motor Club**

# Driving Mirror



Spring 2026

2025 Awards Night

Also Inside: EU Performance Factor - Club Corner  
Pacemakers - GR Yaris - Drive-By - Classic Run Invites

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*Cover: Simply dazzling. 2025 Awards Night at The Swan Almondsbury.*

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The next Driving Mirror deadline is  
Friday 26th June 2026.

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



# Chairman's Chat

## YOUR CLUB NEEDS YOU



**S**unday 22nd March 2026. I joined a number of other marshals at Kemble airfield for a competitive motorsport event with the grand title of 5 Generations Rally.

An event over several days organised by The Vintage & Classic Car Club which sees cars registered between 1925 and 1986 competing, making the newest still some 40 years old. Each car has a driver and navigator driving timed sections on tarmac and negotiating various cones with penalties for wrong tests as well as striking cones.

Cars from large engined Bentley Supersports, a 1936 Lagonda LG45 Rapide (with vast side pipes) various Mini Coopers and not forgetting a 1275cc Morris Ital (yes it was in red and the steering wheel seemed to have a mind of its own). Looking at the crews very many

had the same surnames and appeared to be from various generations including teenagers as well as those of more mature years.

The previous day I was involved at 2026 Castle Combe Media Day including an MSUK supported taster AutoSolo and passenger rides. Several BMC members were taking part and again it was great to see various generations involved with driving, mentoring, meeting and greeting the public as well as marshalling all being accomplished with a smile.

Bath Motor Club were helping to run both of the events but a number of clubs, including our own, were involved to make a successful event on both days. The AutoSolo area mirrored the location we as a club used for our 'Stroke Association' charity days some years back.

This time the Charity was The South

West Air Ambulance, which we will also hope to support at events this year.

Elsewhere in this edition we've reproduced an article from MSUK Revolution magazine (Club Corner) with Bristol Motor Club as the subject.

Reference is made to The Generations Cup as part of our Junior AutoSolo championship, well done and huge thanks to Andy Laurence for producing the article but more for his initiative in getting new members into our sport.

Currently both Andy's children are competing and are seen at venues along with mum Emma encouraging, feeding and sometimes even taking a marshalling stint when required.

I have previously written about new generations being a very profitable source of our future supply of members but this can also apply to extended family and friendship groups.

Are you aware of anyone who might like to join us? If you are competing or marshalling then bring them along, they might just like it. If you bring a companion to marshal, we will keep you together and you will have the best seat in the house, a friendly face to look at and also company when travelling.

Also Matt will be very pleased as part of

our club Sustainability accreditation relies on reducing our Carbon Footprint. The statistics we gather show that much of the carbon we produce relates to folk travelling to and from home rather than actually competing, so anything we can do to supplement our marshal numbers and save the planet will be most welcome.

Oh yes, both events were on airfields (one ex), took place in March and yet were bright, dry, sunny and it was an absolute joy to see enthusiastic driving and to help to contribute to our sports continued wellbeing.

We have recently communicated our events for this year where marshals are required and giving you the opportunity to notify your intentions to attend to each event's chief marshal – without the full compliment of marshals our events cannot happen, your Motor Club needs you.....'til next time.

*Mark Benstock*

# Pacemaker report required (by MSUK)

**J**une 2024 I was driving my BMW 3 series estate along the A4 around three miles from home about to take our two dogs for a morning walk. Long story short, I passed out at the wheel and came to seconds later in a bramble bush to be rescued and driven home by a Captain in the Household Cavalry.

When he got me home, he enquired what I kept in the trailer and insisted on having a look at the kit car before carrying on with his journey to collect his daughters from a local school. I didn't make it up but I could have.

Over time going back forty years, I have had a history of arrhythmia and high blood pressure so was a bit concerned about what had just happened. My doctors practice was not answering the phone so I decided to present at the A&E of our local district hospital GWH in Swindon.

I was known to them and was admitted. A cardiologist who had dealt with me previously picked up on my admission and quickly decided on the cause of what had happened. Drugs that I was taking to slow down my heart rate had worked too well and had slowed my heart rate to

the point where I passed out.

The solution was to fit a pacemaker, which kicks in when the heartrate is too slow and prevents my slow brain from completely shutting down. Three days after the incident I was discharged and given a package as I left hospital and detailed instructions to plug it in next to my bed when I got home.

The device talks to the box next to the bed and GWH look at my data every two weeks so the pacemaker and myself are regularly monitored. The date, when this happened, June 2024 was around our General Election when the media was wall to wall about our broken NHS. I had a problem and was given a viable solution within 3 days so do not believe what you see or read in the press is because all journalists are looking for is a story true or false matters not.

The system saves me time, it saves the NHS time, and I am confident that I can continue to tick along and have the privilege of being fit enough to participate and enjoy my motorsport.

In a former life I was a schoolteacher. When I left school, I had wanted to be an

engineer and started an apprenticeship at Bristol Aircraft. I quickly realized that I had a “calling” to join the teaching profession and became the third generation in my family to become part of the teaching workforce.

I taught Technology and my competitive spirit came to the fore and I became quite good at it. I am proud to say I was the pain in the backside of several Headteachers who were not on the same page as myself over student’s needs “to learn how to make things”. Sadly the Headteachers have won and the resulting lack of education bad for our students and a very poor outcome for our economy.

The school was sending on average four students per year to Engineering degree courses and also giving many others the grounding to be able to apply for apprenticeships. This was at a time when Britain made things to create wealth.

Having retired but still living in sunny Whitley Bay I got a message from a former student, Chris Mather, who worked for Williams Grand Prix Engineering that they were doing a test at Silverstone and as I was coming down to

check if hill climbing at Prescott was as good as it is at Harewood then I might be nearby and would I like to call in. My answer was a strong yes please.

A few days later I towed the Striker and trailer across the bridge to the back of the old pits near Woodcote and parked up amongst all of the William’s vehicles.

Chris is an electronics engineer and had been given the task of writing software for data management on the cars. When I arrived, which was early afternoon, he had tested his system which downloaded data every time the car passed the pits.

Chris was mostly free and was able to spend time chatting. The talk was mostly about the lesser talented Schumacker brother who, despite it raining, had just refused the opportunity to test some development Goodyear wets as they were “too dangerous”. Ralphs time at Williams ended the following week after a visit to see Frank. What a shock.

Years later the NHS system by my bed mirrors what Williams were doing that day. Data in each system is downloaded when I go to bed or as the car passes the pits. It is then looked at and acted on by

an expert engineer/doctor and appropriate decisions taken. The smooth function of the NHS system allows me to continue to compete although my heart function on track is not monitored yet.

Thinking of monitoring on track performance. Last year I put an app on my phone which allows Fran to monitor my progress on long journeys back from places such as Anglesey.

At Anglesey I had spoken to Fran about when I would set off and in error put my

phone in my race suite pocket. Shortly after I completed my next run on the International circuit, she got a message to say. "Mike Smith has just completed a 2.6-mile journey at dangerous speeds...!"

Long may the dangerous speeds continue subject to the result of the pacemaker report mentioned in the article title.

*Mike Smith*



**Mike Smith (right) with Chris Buckley (orange) next to Paul Wintle (GR Yaris)**

The Rotary Club Invite you to join our

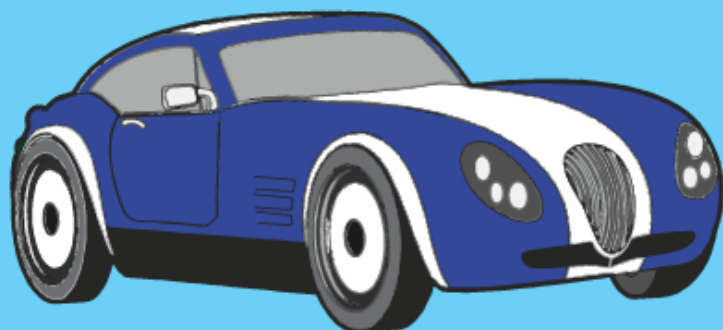
# Classic Car Run

## Sunday 17th May 2026

Enjoy a fascinating 70 mile route through the beautiful Wiltshire countryside with a special stop for coffee at Treetop Café at Bowood House & Gardens and finishing at Sheldon School, Chippenham



**Be one in just 100 on this  
Special Day**



All proceeds will be shared between  
The Rise Trust and local Rotary Charities

For more detailed information, Registration and Regulations  
Email: [calnerotaryclassicrun@gmail.com](mailto:calnerotaryclassicrun@gmail.com)



**Supported with all our thanks by**

Bowood Estate  
Sheldon School  
Calne Leisure Centre  
Marden Belles WI  
Calne Lions  
Farm Cottage Brands  
Devizes Fire Protection Ltd  
Rotarians & Volunteers  
The Mayor & Calne Town Council

# Re-thinking Hillclimb/ Sprint Classes

**I'm not sure when the current format of classes for Sprinting and Hillclimbing was formatted but surmise that it was a very long time ago. It was probably fit for purpose back in the day, with less variety of suitable vehicles and electronics playing a minor role in overall performance. Today, this is totally opposite with many more suitable cars and electronics playing a major role in the performance of a car.**

My traditional classes of choice are A4 or IC road going production though occasionally IE which is over 2Ltr 4x4 class. IE is a recent addition probably due to the increased number of Subarus, Golf Type Rs and the occasional Porsche which tended to dominate the traditional class, the latter with auto DSG or PDK gearboxes.

At the July Dick Mayo, I counted 21 classes, some of these only had 1 car whilst A4 had a strong 14 car entry. Bigger classes usually mean I can find someone at my pace and adds to the enjoyment as places move around throughout the day. The all electric Hyundai of David Broadway dominated A4 from the start and very well done indeed in piloting over 2000kg around Castle Combe.

2026 brings the thought of competing in Belgium and with it the concern of which class would fit the Subaru? When I competed at St Goueno, all the GB competitors were in the same class irrespective of vehicle. The track was great but class structure was not to my liking though "when in Rome, do as the Romans do".

So, what is the future I hear you ask? Well in Euroland classes are based around the FIA Performance Factor. These are a set of vehicle parameters which are used to determine the performance of a car. They are very similar to an FIA homologation sheet but are very easy to use and make an organising clubs life easy. These can be found at:

<https://performancefactor.fia.com/home>

There is an easy simplistic "Public Mode" option which allows you to get a basic idea of which level your car is. As I understand it, there are 2 categories C1 and C2, C1 being production based cars, C2 being "pointys" or single seater cars, historic vehicles are also catered for. Within each of the above categories, there are performance factor groups known as PF1, PF2, PF3 and PF4 with PF1 being the quickest and PF4 the not so quick.

Here on, I'll follow my route with the Subaru which is road going production

here in UK. The cars weight, wheelbase, front and rear overhang, front splitter overhang, rear diffuser overhang and any wing height and overhang measurements are added.

These are easy to measure and shouldn't cause a problem. In addition, for the engine section you need to input the engine type, no. of cylinders, no. of valves, throttle body internal diameter, max rpm, bore, stroke, catalyst, fuel type, turbo or non turbo, max rpm and VVT timing.

Earlier I mentioned the increasing number of cars with DSG type gearboxes, in the drivetrain section these are deemed a performance factor. Here you input manual or automatic/sequential, no. of gears, hub attachment and wheel diameter.

Aero is also a section as is body material and windscreen material.

It probably was about 10 mins of my time to input these values and the resulting PF was generated, ours being 58 which put the Subaru in C1, PF2. The public version allows you to try different measurements and the effect these have on the overall PF. If you register, the official one is slightly different and provides an official value which is used to confirm your group PF and which must be provided for

any sprint/hillclimb so you end up in the correct PF group.

I understand the scrutineers check cars are specked correctly, but a rolling road power print isn't used as these are deemed unreliable. Strangely, no mention of tyre type, age or gender is required though tyres could be easily added to the PF details.

During the season you can modify your car but need to redo the PF calculation and use this value for the next event. Many of the rules are FIA based, in Euroland you need an FIA cage, seat, belts, seat mount and cut out. The PF approach appears close to the Classic Marques algorithm which sadly doesn't allow 4x4 currently.

There were 139 entries at the Dick Mayo and when these are listed in numerical time order it does include a mix of cars and I wonder if the PF system would have grouped them accordingly.

An interesting step would be for BMC to run this system alongside the existing class structure in 2026. It is well worth logging into the FIA site to see what figure it throws up for you.

*Andrew Meek*

# EU Performance Factor in practice

**S**ince writing the previous article and towards the middle of September last year, Chris Berrisford and I set off for a Belgium Hillclimb via the Channel Tunnel with an overnight stop in Namur.

The following morning we headed south towards Sainte Cecile where the Hillclimb would be held. En route we visited 03, 10, 02, 04, 06, 01 and finally 11 where the event was being held. The calendar showed some events held on consecutive weekends so the plan for 2026 is to travel, do an event, stay over for the following weekend event and then travel back Monday morning.



Saturday was paperwork day and scrutineering; all very leisurely and the feeling was, "Please come over". It is possible to compete twice in a normal car before you commit to "Motorsporting" your car.

CHAMPIONNAT DE BELGIQUE DES COURSES DE COTE 2025  
COURSE DE COTE DE L'W DE BOMERÉE - DATE : 24/09/2025

CASES RESERVEES A L'ORGANISATION

Région	Pays	Véhic. Technique	Véhic. Licence	Groupes/Classes	Numéro attribué

SUP compléter en lettres capitales et souligner

N° scrutineur (obligé) Nom: De Saecker Prénom: Bart  
 Adresse: SAECKERBOUWEL N°: 30  
 Code Postal: 5000 Localité: Espe-Mere N° Tel: 047524110  
 Né le: 18/08/1972 Adresse e-mail: BOUWELDESAECKER@skynet.be

Citoyen avoir pris connaissance du règlement de la course de cote de l'W de Bomerée du 24/09/2025. J'engage à en observer toutes les prescriptions de la façon la plus stricte. Je certifie sur l'honneur que la voiture pour laquelle je sollicite un engagement est conforme à la réglementation ainsi qu'au passeport technique attribué au véhicule et qu'aucune modification non autorisée n'y a été apportée.

A COMPLÉTER ENTièrement en LETTRES CAPITALES et LISSEMENT FAUTE D'ÊTRE ADMIS

PILOTE

Nom ou Pseudonyme (sauf RACE): De Saecker Bart Nationalité: BE  
 N° Licence: 906190

CORCOURIST (éventuel)

Nom: De Saecker Bart N° Licence + Concurrent: 906190

VÉHICULE

Marque: Citroën/VRC Type: AX / Fiat 500  
 Cylindres: 400cc Turbo:  Groupe: H/EX Classe: 23 / M

Obligatoire pour la Catégorie 1:  Valeur PF:  - FAI PILOTE

Catégorie	EX	D	E2-SS	CNE2-SC
1 <input type="checkbox"/> PF 15 -> 39	11 <input type="checkbox"/> D -> 4000cc	14 <input type="checkbox"/> F3	16 <input type="checkbox"/> D-1600cc	19 <input type="checkbox"/> D-1600cc
2 <input type="checkbox"/> PF 40 -> 79		15 <input type="checkbox"/> F3000	17 <input type="checkbox"/> M1-2000cc	20 <input type="checkbox"/> M1-2000cc
3 <input type="checkbox"/> PF 80 -> 119			18 <input type="checkbox"/> 2001-3000cc	21 <input type="checkbox"/> 2001-3000cc
4 <input type="checkbox"/> PF 120 -> 159				
5 <input type="checkbox"/> PF 159	13 <input type="checkbox"/> D -> 1000cc			
				H

Date: 11/09/2025 Signature du pilote (préalable de la mention « lu et approuvé »):  
 A retourner avant le 15/09/2025 à 20h00 Page 5 of 5  
Bart conduit avec 2 voitures!

The sign-on declaration (above) shows a Fiat 500 in the experimental class due to huge modifications. By signing this, you are confirming the PF for your car is correct and accurate. Basically PF will have a class for you as opposed to the UK where you build your car to class regs. In Belgium you build what you want

and get put in the appropriate class.

CMP Chiny s.a.r.l.  
Course de Côte de Sainte-Cécile  
Championnat de Belgique et du Luxembourg  
Classement de l'Essai N° 2

Pl.	Pilote	Voiture	Volume	Groupes	Cl.	Essais	Temps	Gap**	Vitesse
1	BOUYA SAMY	MINI	NOVA/AFD	CHAMPIONNAT DE BELGIQUE	1	1	01:28:07	0	137 km/h
2	MARCHAL JACQUES	TOYOTA	SALLARUF 884 11	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
3	WILLIAMS JAMES	MINI	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
4	DELETOUR CHARLES	TOYOTA	SUBARU IMPREZA WRX	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
5	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
6	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
7	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
8	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
9	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
10	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
11	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
12	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
13	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
14	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
15	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
16	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
17	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
18	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
19	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
20	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
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22	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
23	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
24	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
25	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
26	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
27	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
28	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
29	BRACQ STEPHANE	MINI	AUDAS	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h
30	DELETOUR CHARLES	TOYOTA	TOYOTA WAGON	CHAMPIONNAT DE BELGIQUE	1	1	01:28:10	0:03	137 km/h

Above is an example of one of the results after PI on the Sunday morning. The middle row shows a mix of PF cars. Chris Berrisford, Geraint and I have enrolled in the Belgium National Championship for 2026. There was no charge to register, with event costs similar to the UK. All events are on closed roads, some up to 5kms long mainly leading out of villages.



Start unusually 1m behind the beam

The Welsh Sprint and Hillclimb Championship has Newbawn hillclimb in County Wexford as a round of their 2026 championship. The regs show PF classes as below with suggestions as to what cars might fit these.

10 - 'Unlimited Rally Class' 2WD and 4WD Rally cars over 2100cc These classes must apply to all Championship events. The organising clubs may include extra classes or amalgamate classes, subject to the approval of the Hillclimb /Sprint Committee. Rally cars must run "Rally Ready" - to include tyres, seats etc

**Class Eligibility**  
The onus will be on the competitor to ensure that they have been entered in the correct class.

All Rally car classes will run as per classes above.

FIA Performance Factor (PF) The PF is a method of classifying the cars, the calculation for which consists of allocating a performance value specific to each car based on it's weight and technical parameters. The PF number of a car must be generated using the dedicated "Performance Factor" website: [www.fiaperformancefactor.com](http://www.fiaperformancefactor.com). Classes will be determined based on the following PF points:

- PF CLASS 1 - 0 TO 59
- PF CLASS 2 - 60 TO 119
- PF CLASS 3 - 120 TO 179
- PF CLASS 4 - 180 TO 239
- PF CLASS 5 - 240 TO 299
- PF CLASS 6 - 300 and above

**NOTE: CARS BEING DOUBLE DRIVEN CAN ONLY BE ENTERED INTO ONE CLASS**  
The organising clubs may include extra classes or amalgamate classes, subject to the approval of the Hillclimb / Sprint Committee.

Subject to sufficient entries these classes must apply to all Championship events. The organising clubs may include extra classes or amalgamate classes, subject to the approval of the Hillclimb / Sprint Committee.

Rally cars must run "Rally Ready" - to include tyres, seats etc.

In conclusion, the EU has moved to a system which classifies the cars by performance value, resulting in mixed cars in classes. Back in the day Toyota made a Starlet Turbo which someone once described as the most frightening car they had ever driven due to its rapid acceleration. PF would have placed this in the same group as my Subaru; thankfully there aren't many Starlets still alive these days.

*Andrew Meek*

# (Very) full 2025 season in a GR Yaris

**B**efore the start of the season I decided to try out a few new circuits and with 26 events entered, it might have got a bit out of hand. By comparison in 2024, I competed in twelve.

Over the last 4 years I have been competing in my non circuit pack GR Yaris, which suffers from chronic understeer at times and a lack of grip on certain bends due to the tyres. My 2025 season started off at Anglesey in April.

**5th April – Anglesey National Circuit** with Longton and District MC.

SD34 Championship Challenge event. Weather cool and blustery. Personal best but only 89th out of 102.

**6th April – Anglesey Internation Circuit.** Weather warm and dry. 82nd out of 100 – grip problems.

**13th April – Shelsley Walsh Hillclimb.** MAC Sunrise Championship. 4th out of 6 in the 4 wheel drive class. 65th out of 107.

**25th April – Isle of Man Classic –** Greg Willeys Longton and District Champion of Isle of Man and SD34 Championship Challenge. Personal best

39th out of 69.

**26th April – Isle of Man Classic –** Llergy Frissell. First time as had an attack of Gout last year and wasn't allowed to



**Paul Wintle with his GR Yaris embarking**

race. 42nd out of 71. Timing issue restricted runs to 2, plus fog.

**3rd May – Good Figaty Sprint –** Brighton and Hove MC. Weather bright

and dry. Understeer at Fordwater and Lavant bends. 67th out of 110.

**17th May – Blyton Park Eastern Circuit** Longton and District MC. SD34



ng on 26 events, oh and a new clutch..!

Championship and MAC Sunrise Championship. First time. Weather cool and dry am and warm and dry pm.

Cone City Arizona - both I and the car hated it. 58th out of 65.

**18th May – Blyton Park Full Circuit.**

First time. Weather cool and dry. Timing problems again and several competitors, including me, had 3 unrecorded runs.

50th out of 65.

**31st May – Aintree** Liverpool Motor Club. SD34 Championship. Personal best 66th out of 110.

**1st June – Three Sisters.** Longton and District MC. SD34 Championship.

Weather warm and dry. Personal best 32nd out of 48.

**7th June – Pembrey – BARC Wales** Summer Sprint. First time. Weather overcast and torrential rain just before I started my third timed run. 46th out of 56.

**14th June – Barton Manor Hillclimb.** Liverpool Motor Club. SD34 Championship. First time. Weather occasional showers. 32nd out of 70.

Mid season break of 4 weeks.

**13th July – Loton Park Hillclimb.**

Hagley and District MC. First time. A very hot day – 31 degrees. Only one practice run due to a lack of marshals. A truly frightening Hillclimb for the first two runs. 12th from last.

**26th July Dick Mayo Sprint** at Castle Combe. 103rd out of 139. Missed last chicane again on first timed run.

**2nd August – Goodwood – Eagle Sprint.** Brighton and Hove MC. Personal best. Weather warm and sunny. Severe lack of grip from the tyres at Lavant bend and left track on the second timed run despite being in the right position on the track at the right speed and in the right gear. As a result, I was very cautious at Gurston Down the next day.

**3rd August – Gurston Down Hillclimb.** BARC South West. First time. Weather wet for two climbs. 94th out of 120.

**16th August – Llandow Sprint.** First time. Weather warm and dry. Trouble with grip on some of the bends. 76th out of 82. A good day. Those Dunlop tyres were awful.

**23rd August – Snetterton Sprint Day 1.** BARC Midlands. First time. Weather warm and dry. Reasonable respectable time (don't know where I came).

**24th August – Snetterton Sprint Day 2.** Weather warm and dry. Practice run 0.01 seconds slower than my best timed run the day before. A serious off (without damage) due to lack of grip from the tyres. Immediately after coming into the paddock ordered a set of

Continental Contact Sport 7 tyres on the internet. 0.34 seconds slower than Day 1 on my best timed run.

Mileometer changed to 19000 miles 200 yards before leaving the circuit – then disaster struck as I pulled out onto the main road – a grinding noise and slipping clutch.

Have never had clutch problems on any car I have owned in nearly 46 years of motoring – so much for Toyota reliability.

All of the above has resulted in a £3,500 repair bill including a new flywheel. Hardly fair wear and tear as the dealer has argued, and track work does not invalidate the warranty according to the Toyota website. I have done some research and spoken to various people at Shelsley Walsh including a car mechanic who owns a garage (he said he had 4 in his workshop with the same problems).

Any member who competes in one, you have been warned!

Did not have the car back from the garage (not the dealer who wanted £1,000 more) on Monday, 21st September. Competed in the next few events in my 94 year old mother's 21 year old Vauxhall Corsa 1.2 which I have been driving as a runabout for the last 9 years (mother banned from driving after

an accident). Started out life with 75bhp. Couldn't pull the skin off a rice pudding but even with a few mechanical problems still corners better than the Yaris.

### **6th September – Aintree Sprint.**

Liverpool Motor Club. SD 34 Championship (I was lying fourth before this event). Weather good. Problem with the timing. Finished dead last. 15 seconds slower than on 31st May.

**7th September – Hethel Sprint** on Lotus Test Track. Borough 19 Motor Club. Weather warm and sunny. First time – 4th from last.

The return of the GR Yaris.

### **4th October - Anglesey National Circuit** with Longton and District MC.

SD34 Championship Challenge event. Midland Automobile Club Sunrise Championship. Had the full force of Hurricane Amy. Tyres not yet bedded in so took no risks. Not a memorable day. 70.69secs, sixth out of six in class, 78th overall.

**5th October - Anglesey International Circuit.** Weather cool and damp AM and cool and dry PM. A better day weather wise and the new tyres were beginning to bed in. Personal best (109.44secs) 4th in class and 69th overall.

**18th October - Great Wester Sprint.** Bristol Speed Championship. Weather dry/ overcast. Starting to get used to the refurbished beast which has virtually stopped understeering, it now has front end grip at last. It also seems quicker despite having not touched the engine. Personal best (163.86secs) 8th out of eleven in class, just 0.86secs behind 6th and under 2secs from 5th. 69th overall from the 90 who entered.

Car went well and it was nice to go into Avon Rise at 130mph. Didn't really push the car, at least another 3secs if I had.

End of the season.

*Paul Wintle*

## Bristol Motor Club

Innovation has been fundamental to this club throughout its 115-year history – and it continues to thrive by creating accessible motorsport events for everyone

If Bristol Motor Club had a crest with a motto, it would simply read 'to innovate is to succeed'. Now well into its second century of existence, it has an active pool of around 300 members, runs events in almost every discipline and has list of UK motorsport firsts that have made their mark throughout the years.

Bristol MC, perhaps most notably, was the club that ran the UK's first AutoSOLO – a discipline that, more than 20 years later, has become one of the most popular entry points to UK motorsport. Decades before that, it was instrumental in the launch of two top UK circuits, creating Castle Combe and running the first event at Thruxton.

In recent years, its ingenuity has come through unique angles on familiar formats, with the launch of its multi-discipline MX-5 Championship, which is now in its 11th season, and the recent introduction of a Generation Cup AutoSOLO series that pairs junior drivers with their generational elders in a family-focused competition.

"There is definitely an innovative mindset within the committee," says club competition secretary Andy Laurence. "The club has always been large, which helps because it gives more opportunity for innovation, and we have also got 115 years of history to go back on."



Running the taster autotest at the South Gloucestershire Show. Around 1,000 starts over the weekend, giving people their first taste of motorsport and offering passenger rides

ANDY LAURENCE

Paul Parker, the club's company secretary, is one of those innovators in the club and was the person who brought AutoSOLO to the UK. "Paul is an amazing man, he knows everyone and he can make things happen," adds Laurence. "It all started in Bristol – I participated in the second ever event myself – and it grew from there.

"Paul ran the first event, and he was at pretty much every one of them through the 2000s. Now, with StreetCar, AutoSOLO has become a funnel into lots of clubs, which is great. We regularly get messages from the StreetCar team now about people who are interested and it's a good way of getting people in and getting them going."

### On Track

The next game-changing innovation to be introduced by the club was down to Laurence himself. Inspired by a trip to the Nürburgring, one of his friends wanted to get into motorsport and bought a Mazda MX-5, only to discover that under Association of South West Motor Club (ASWMC) rules it was not eligible to race in any series in the region.

Laurence discovered that several others had faced the same problem and, after trying and failing to get the rules changed, he spotted an opportunity to set up the club's MX-5 Challenge championship. He even put flyers on MX-5s he spotted in the streets to build entries, and it is now going from strength to strength.

"The idea was to run multi-discipline," he explains. "It's designed so you can bring one car for the whole season and be competitive across all disciplines, with key principles being low cost and close competition."

>>>>



**BRISTOL MOTOR CLUB**

Promoting affordable motorsport since 1911



Dave Greenslade drives 'Rusty Shed' in the Westanzoyland AutoSOLO

Read the full article in Revolution Magazine (March 2026 edition):

<https://www.motorsportuk.org/revolution-magazine/>

# 2025 Awards Night

**T**his our opportunity to celebrate successes in 2025 along with recognising the long and successful club history as witnessed by the names on the perpetual trophies on display. Names such as Sterling Moss in the 1950s and more up to date both Paul & Simon Hemmings. You will also know we annually hold a Dick Mayo sprint in memory of another BMC stalwart.

Sadly, since last year's event, we also lost Chris 'Biggles' Bigwood and on display were historical awards from the Bigwood family plus a photo of Chris with his awards. Chris will be sadly missed, but never forgotten.

Coming back up to date and for 2025 club President Tony Streeting presented the following awards:

## **Autumn Nav Scatter - January**

Paul Sunshine and family organised our first event of the year, an excellent range



**Andrew Bisping and Rob Thomson January Navscatter winners**



### **Claire Tooth - Best Bristol at the Pegasus Sprint**

of clues south of Bristol. Our winning duo of Rob Thomson (Driver) and Andrew Bisping (Navigator) took another dominant win over the other teams.

### **Pegasus Sprint**

Our friends at Bristol Pegasus Motor Club were back at Castle Combe in May this time using the same format as the Dick Mayo Sprint. FTD went to Glyn Sketchley and the Best BMC performance award went to Claire Tooth driving the family, Lotus Elise.

### **Dick Mayo Sprint**

Cloudy and dry conditions this year, an excellent entry of 139 competitors took to the track. FTD was won by Phil Montgomery-Smith with a blistering time of 52.86, driving his OMS 200M. The Two-Lite Cup for Best BMC performance went to Simon Clemow in his Radical SRI.

### **Llandow Sprint - June**

A full entry and hot and sunny weather for a change greeted the competitors this year, FTD was won again by Phil



### **Simon Clemow - Best Bristol at the Dick Mayo Sprint**

Mongomery-Smith in his OMS, with a time of 69.06, comfortably ahead of the rest of the field. He also wins the Horace Gould Trophy for the Best BMC Performance award.

### **Wiscombe Park Hillclimb**

Next up was our annual weekend of Hillclimbing in Devon at Wiscombe Park for the Five Clubs meeting. A full entry for both days over the weekend with patchy weather especially on the Sunday, the organisers did a fantastic job as usual. FTD on both days being by Ed Hollier in his Force HC and the Best BMC Performance winner was Matt Vann in his Audi TT, taking the Joe Fry Trophy.

### **Great Western Sprint**

We were back at Castle Combe for our one and three quarter lap format which is also attended by the British Sprint Championship. Another event that saw dry weather and 90 runners with Pete Goulding sealing FTD by just 11 hundredths of a second. The Best BMC performance award goes to Nick Angrave in his MX-5, winning the Castle Combe Plate.

### **Allen Classic Trial**

Our annual Classic Trial starting at the regular venue of the Bull Inn in Hinton near Bath, taking the competitors

through the Chew Valley and back to the Bull in some 80 road miles and special tests along route, culminating in the fantastic John Walker test near the finish.

A maximum entry for this one' in much better conditions than in 2024. The overall winners were Paul Merson driving with son Charlie Merson as Navigator, winning for the second consecutive year..

Paul Sunshine won an award in Class 6.

The Best BMC performance award went to David Foreshew & son Ruben driving his Dingo.

## 'King of Combe' 2025

This award goes to the driver for the best overall performance at both of our Castle Combe Sprints combined, using the Speed Championship scores as the calculation. With two great drives over the two events, Rob Fisher is our winner and takes home the Hastings Trophy.

## Best Journalism award 2025

This is awarded to those of you who write for this magazine, without your input we simply wouldn't have one. Our membership really enjoys reading



**Paul Sunshine - Award winner from the Allen Classic Trial**

about the season, vehicles, set up and general musings so please keep them coming. The 2025 winner is Phil Oliver. Well done also to Matt for producing such bumper editions. For anyone wishing to have a look it was The Summer edition and Phils article on Loton Park.

## Junior AutoSOLO Championship

A new Championship for 2025, rewarding our raft of club members 17 years old and younger, it consists of eight rounds of South West AutoSOLO venues across the year, our Champion driving the family Austin Mini is Joe Clemow.

## AutoSOLO Generations Championship

Alongside the Junior Championship is the Generations Championship where the Juniors and parents gain points together at each event to score against each other. Our winning pair this year is Andy and Archie Laurence.

## MX-5 Championship

Another very strong field of MX-5s went into battle in the incredibly competitive championship. Twelve rounds split equally between AutoSOLOs, Sprints and Hillclimbs challenged the runners, this year the awards are split into Class A for



**Joe Clemow - 2025 Junior AutoSOLO champion**

# 30th CHIPPING SODBURY CLASSIC RUN, 2026



**Sunday, 28th June, 2026**

*A trip of around 70 miles through the Gloucestershire countryside, with a coffee stop at The Highwayman Inn, Winstone. For pre millennium cars, motorcycles and light commercial vehicles. The run starts on Chipping Sodbury High Street from 7.30 am, onwards, and ends at The Ridings, Wickwar Road, with the first cars returning from about 12.00. Exclusive parking for entrants.*

*Everyone welcome to see the cars off, and join the fun on their return.*

For more details contact:

[rotary.classic.run@hotmail.co.uk](mailto:rotary.classic.run@hotmail.co.uk)



MK1 & MK2 cars with Class B for the MK3 models and the Overall Award.

Our Class A winner is James Hurford in his MK2. Class B winner is Phil Oliver in his MK3. The overall champion is Ollie Jenkins, winning the Hayward Challenge Cup.

## Speed Championship 2025

Another competitive season closes with the Dick Mayo Sprint, Llandow Sprint, both days at Five Clubs Wiscombe and the Great Western Sprint making up the Championship. Always extremely tightly contested, our winners are:

4th Place - Matt Parr

3rd Place - Dave Greenslade

2nd Place - Simon Clemow

Championship winner is Phil Oliver

## All Rounders Championship 2025

This Championship gives points to competitors, marshals and organisers alike throughout the year. Members score for all qualifying rounds, so all organisers and marshals score along with the competitors and the most cumulative points wins.

3rd Place goes to Trevor McMaster.



**Multi-Award winner Phil Oliver**



### **All Rounders Champion - Simon Mayo**

2nd place to Dave Potts. Our overall champion is Simon Mayo.

### **Marshal of the Year**

Quite simply won by the person who has marshalled at the most events during the year, come rain or shine. Calculated from the All Rounders table, our Champion for 2025 is Trevor McMaster

### **Clubman of the Year**

This one is more subjective as it's awarded at the gift of the current Chairman. Looking at a long list of

previous winners to see the names I am very comfortable with this year's choice. For his overall contribution to the club and committee, getting two of our most recent Club Championships going as well as representing us on Facebook and a MSUK committee. The 2025 BMC Clubman of the Year is Andy Laurence.

Paul Sunshine stood in for Dave Greenslade this evening but the Awards Secretary position remains unallocated at this time, if anyone would like to be considered or just to find out more then please let us know.

*Mark Benstock*

# Drive-By

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♪ The times they are a-changin' ♪

Hi everyone, a belated happy new year (he says, as you're reading this at Easter – hey, I don't set the magazine deadlines) and hope your Christmases were everything you dreamt of.

Here in sunny South Somerset (well, sunny on the day I'm tapping this out on my marvellous new-fangled electronic word machine thingy (he means Laptop – Ed) because the biblically wet first couple of months of this year did have me seriously pondering whether my particular part of this fair county might end up as an independent island nation floating just off the UK coast) we had a wonderful Christmas with everything running to plan and just the usual annual disappointment with Santa Claus when, yet again, there wasn't a Ferrari 250GT SWB anywhere to be seen in my life on Christmas morning. Still, can't say I spent 2025 like a saint on a mission, so benefit of the doubt to the bearded pressie bringer given my honest answer to his 'have you been a good boy?'

However, there's a reason for my opening line (thank you Bob Dylan) which made the period leading into Christmas surprisingly interesting and really rather wonderful, and for reasons that weren't even apparent as November came to an end.

You see, my employer for the past nearly twenty years had decided to undertake a 'restructuring' of the company and concentrate on some new lines of business which were proving to be increasingly busy and lucrative. And which didn't, unfortunately, require my specialist role going forward.

So, the first week of December saw me involved in the start of procedures for the inevitable redundancy which was rapidly gaining velocity as it rolled down the hill at yours truly.

Certainly, a concerning time and not what you want to have to be dealing with when you're a few weeks from Christmas and a few months from your sixty fourth birthday, bugger.

Time to start some serious networking then, and after just a few phone calls it rapidly transpired that my particular skill set is in very short supply and finding gainful employment wasn't likely to be the headache I thought it might.

Which meant that just a few days after leaving my office in Thornbury for the final time after being released with immediate effect and not having to work my three month notice period, I received the job offer from my new employer and with still nearly two weeks to go to the Christmas festivities. Result!

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A great result as it happened as we not only enjoyed a really wonderful Christmas without the potential worries of unemployment hanging over our festivities, but my new employment is something of a life changer in my personal circumstances.

Any of you who regularly read Drive By (you poor sweet souls) will know that my move to South Somerset at the end of 2020 meant that my daily commute was 150 miles a day to my office in Thornbury and back, with my annual mileage landing somewhere between 28-30,000 miles.

Meaning of course very long days usually beginning around 4.30am and returning home around 6.00pm and that my choice of suitable cars for this 'round the planet every year' trekking was limited to cheap, comfy and fuel efficient, not exactly the main prerequisites for a car with any level of dynamic interest, and I've certainly written about the various trials, tribulations and observations of this in many of my Drive By articles over the years.

Indeed, the two cars that did the duty for the five years of my M5 daily slogging were a 1.9 diesel automatic Vauxhall Vectra, incredibly dull but worthy, and my Mercedes E350 which at least had 240bhp and 400 lbs/foot of torque to make life a little more interesting when not required to potter up and down the M5 whilst consuming a liquid dinosaur diet at a thankfully parsimonious rate knocking on the door of 50mpg.

The life changer in my personal circumstances then? Well, my new employer is located in a local village called Stoke Sub Hamdon, remarkably just five miles and a fifteen-minute drive from my house.

Yep, my commute has gone from a rather withering 2,500 miles a month to just 200 miles! I now leave home and a short drive along a local 'B' road has me at my new employer's offices in a rather lovely, barn-conversion, type building located in a quiet, rather scenic village. What a wonderful sea change of a difference to the past half a decade of my automotive career.

And change not only to travelling time, of course. I mean, with such a short commute, fuel consumption is no longer any sort of limiting factor. I could probably even use a 60-ton main battle tank for just ten miles a day. Actually, even with such a short commute, with a fuel consumption of two gallons to the mile, perhaps using a main battle tank at a petrol cost of around £2,500 a month might not be considered eminently sensible but, even so.

But there's a thought. You may remember that in my previous Drive By article (written as my employment situation was in its state of flux) I wrote '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'.



### **A shorter commute has enabled a move from an E350 diesel to 5.0 V8 Jaguar XK**

As I no longer have a requirement for a car that is defined by minimal fuel consumption, hmm...

I have to admit that my first thought about changing the Merc did have me exploring cars that were either much smaller and cheaper to run to really minimise my costs for such local mileage, or one of the current SUV type cars which Lynnette regularly reminds me would be very useful for lugging all the stuff we (royal we, again) seem to end up bringing home from every flea market and antiques fair we attend at Shepton Mallet showground.

What did I finally decide? Well, I've been sensible and gone and purchased a rather lovely, four seat hatchback. Sort of...

I can't win though as Lynette absolutely hates my new car and has been constantly questioning my sanity, intelligence and legitimacy ever since I bought my new car home for the first time.

Personally, I think it's all a matter of perspective, really, as I've gone and treated myself to a Jaguar XK. The five-litre version, of course. Which is, technically, a four-seat hatchback (but only if the rear seat passengers are legless children under five years of age).

Oh yes, I've had enough of expediency dictated by distance and have decided to own a car that I really want for a change.

Details? My XK is a 2009 model finished in a lovely Pearl Grey, I'm the fourth owner and its done 73,000 miles, has a full main dealer and specialist service history and came with a matching set of new Michelin Pilot Sport 4S tyres – 285/30/20s at the back and 255/35/20s on the front.

Performance is just what you would expect from a 5,000 cc V8 churning out 380bhp and a matching torque figure, with Jaguar stating 5.2 seconds for the 0-60 dash, and several magazines measuring just 5 seconds dead when the car was tested by them, and it

certainly feels every bit as fast as that, with 50mph to 70mph usefully dealt with in a fraction over just two seconds.

The XK is around 100mm shorter, and 225kg lighter than my previous Mercedes E350 and is returning a very respectable 25mpg on my new commute.

I have to say that I've admired this update of the XK since its launch and think it's a genuinely beautiful 2+2 Coupe and, as it's the Portfolio version, it comes with all the toys, full leather interior, suede headlining and a belting Bowers and Wilkins sound system.

It has a silky smooth six speed autobox with flappy paddle manual input if you require and a sports setting which uhmm, unleashes a bit of beast even on a bone-dry road. I still haven't tired of the spectacle of the gear selector rising from the central consol when you start the engine, and most certainly haven't tired of the incredibly noise from that engine when you get a chance to bury your right foot, awesome.

The deal was done with a dealer in Birmingham and the E350 was taken in part exchange with the final price well within the budget I had set myself.

Nickname for my new car? Simba, of course – King of the big cats!

*Chris Dymock*



## **FOR SALE**

Brand new exhaust back box for a 2009 Ford Fiesta 1.4 – fitted for less than a week as Lynnette wasn't enamoured with the far sportier noise it made and promptly had it changed - £50 Contact me on email

[chrisdymock2355@gmail.com](mailto:chrisdymock2355@gmail.com)

# Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website 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 main header features the club's crest and the text 'Bristol Motor Club Promoting club motorsport since 1911'. Below this is a 'Sign in to Bristol Motor Club' section with two input fields: 'Username' and 'Password'. The 'Username' field has a red border and a warning message: 'You must enter a username. Forgotten your username/password?'. The 'Password' field also has a red border and a warning message: 'You must enter a password. Have a password reset token?'. A blue 'Sign In' button is positioned below the password field, with a link for 'Problems logging on?'. To the right of the sign-in fields is a 'Not a member yet?' section with a green 'Register here' button. Below the sign-in fields is a note: '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 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](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?	<i>(Delete as appropriate)</i>		YES / NO
Full Membership			£25.00
Associate Membership (Live as same address as Full Member)			£10.00
Junior Member (U18)			FREE
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).

# 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	Thrupton 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)		