Driving Mirror

Quarterly Magazine of Bristol Motor Club

Autumn 2026 Edition



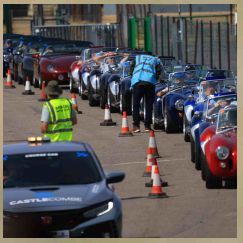
Parading around Combe

101 cars entered most taking part in parades









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4 Chairman’s Chat

6 moleracing 2026 British Sprint Championship

11 Rumney junior carries the family torch

16 A weekend of two halves

18 Final year MX5'ing

26 Classic and Performance Parade

28 Drive-By

32 Join BMC

35 Club Leisurewear

36 2026 Calendar

Time now to get writing for the next and final edition of Driving Mirror for 2026. Copy deadline Friday 4th December, but don't delay, send something today

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motorsport UK

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Chairman

Mark Benstock



Middle of October, nights drawing in and time to reflect on another ‘tarmac’ season coming to an end. We still have a Nav scatter and a Classic Trial to come but we can congratulate ourselves on 6 competitive events over 3 separate venues as well as the club’s contribution to a joint venture Wiscombe Hill Climb weekend.

Our latest event was the Great Western Sprint at Castle Combe. Like our other events this year not completely full, but still sufficient entries to enable us to run a very well received and safe event sending competitors home with lots of tales of what might have been and smiles all round.

My role was as Event Steward giving me some time to chat to people around the paddock and not be involved in the minute by minute running of The Sprint event.

A question I asked was why are our events not full, as in the past and why do we have to work so hard to put together a full organising team to carry out the many tasks required before the day of the event.

It would be easy to say the number of alternatives (the Motorsport calendar is brimmed full with varied disciplines each weekend) both within our sport and outside. That is only a part of the answer, money is tight for many, fuel prices have increased, there is an enormous draw on time from family needs and work, plus many other factors so we need to ensure our events stand out from the crowd.

We have a reputation for putting on well run, fun and safe events which only come about through the people involved and their friendly and professional disposition when dealing with those in attendance in whatever capacity. It is a reputation we

have worked hard to gain and have to work even harder to retain.

This could be where you come in. Our events are all run by volunteers some are competitive but we also 'run' other non-competitive events such as our annual awards evening (usually held in February). I enclose below a small advert for an awards secretary role and we would be delighted if someone was to step forward to take it on now in readiness for early 2027. Even if this is not for you consider if you might fancy joining the committee, helping to organise a specific event or events from a specific discipline.

Till next time, Keep safe,

Mark

BMC - Awards Secretary

Having been in existence for over 100 years Bristol Motor Club has built up a very impressive collection of awards which are competed for annually and given out to the winners at a small informal ceremony in February for the previous year.
The club will organise the date and venue plus order the free buffet. Your role would be to order the annual slate awards based on a spread sheet (initially) provided to you and get the cups and shields engraved at the Clubs regular supplier. We will help with transport if needed. Having collated the items you would then display the items in order and passing to the club President to distribute on the night.
You will be supported by the club and the engraving expenses will be met by the treasurer. Currently the annual awards are with me, we will gladly arrange a storage location if the new secretary does not have adequate space. This could be one person or ideal for a couple or pair to support each other……Your Motor Club needs You!



Picture Credit: Rowan Flynn Media

moleracing 2026 British Championship Season (report 2 of 4)

Pembrey

With some software upgrades and new suspension to test I had a half day at the Llandow test circuit the day before that was productive, although I pushed a little too hard at the bus-stop chicane and ran onto the grass. I was going to leave it there for the day as there was no damage, but in the end, I went for ‘one last run’. Good job I did as the car failed on track. At least now I had chance to fix the mechanical breakage of the linkage from the throttle body motor to the butterfly spindle.

Both Craig from SBD and Steve Broughton swung into action, bringing me new replacement linkages to fit the following day which we did in the queue to get into the circuit. After the event the new Jenvey part (that had been made lighter than my old design) was redesigned by Jenvey and SBD sent me two new replacement parts FOC – great service all round from everyone.

As part of the suspension development, trying to get the car to feel like the one I drove when I won the British championship in 2021, we were experimenting with stiffer 1600 lbs/in springs on the front to give a more stable aero platform. This was a partial success over the weekend at the high speed end as the car didn't dip so much under braking and give a more stable aero platform but was incredibly harsh over the bumps of the South Wales circuit.

'26 Champion elect' Ethan Faulkner took FTD and both run off wins, with Broughton taking second each time. Faulkner's 1600cc engine had developed an oil leak from the cam cover causing consternation in the paddock and a late-night repair session.

A 3rd and a 5thwas acceptable for me, even if my 'arch nemesis' John Loudon was ahead of me both times.

The Sunday was run on a slightly different layoutand Faulkner took the first win and Broughton the second. Ethans team withdrew at lunchtime to avoid damage to the engine and get the car to Force before heading home. Before the Mallory weekend in 12 days time, Force had removed the engine and delivered it to RLM for a full rebuild and refitted it and set the car up ready for collection and the Mallory weekend.

Ethan's absence allowed me to post a 3rd and 4th – with Steve Brown's car shutting down due to excessive oil temperature on track due to a re-run.

Still sitting in second overall, but how long can it last?

Mallory

The last piece of the set up jigsaw dropped into place with the arrival of suspension multimatic bump rubbers from TripleM Motorsport and a big set up change. Using some clever suspension travel analysis software and the data collected form the car during the season plus guidance from Steve Broughton, we went for 1300 springs at the front to hold the car nicely at lower speeds and then above 60mph the bump rubbers compress and give a higher load, so that you have the best of both worlds.



Running through John Loudons smoke plume most runs was a minor distraction, but he sorted it out before the next event.

A slight tweak to the packer gap from 1mm to 2mm after first practice took it from theoretical to real world – and I haven't adjusted this since.

Mallory Park when running 1.75 laps has a fabulous corner call Gerrards that is a 300m long sweeping bend you enter after a long straight. I was on the rev limiter for 1.5 secs at 141.5mph at the end of the straight but couldn't stop myself lifting off the throttle as I turned in. The car just didn't move, nounder or oversteer – I need to get braver. It's one thing telling yourself to not lift at that speed and just 'turn in' before the run but in the heat of the drive self-preservation comes in.

A notable event for the day was Steve Brown's first ever run off win, his supercharged lightweight Empire Evo was reaching 161mph before he braked and turned in – well done Steve.

Three 5th places and a 4th were the results from the weekend with a new PB, with Broughton and Faulkner and Brown taking the wins and I hung on to 2nd overall. A YouTube movie from Pescara Productions can be seen of the BSC field by scanning the QR code.

Lydden Hill

I withdrew from this event for my nieces wedding in Zurich, which was wonderful. Steve Brown in the Empire was the talk of the meeting after he got paddock bend slightly wrong and ended in the gravel with a few broken bits of car and withdrew. Steve Broughton won both run offs and the Faulkner team decided they wouldn't attend as it's the furthest from Northern Ireland and only a 1-day event – good decision as I'm sure he will win the championship anyway - and thoroughly deserves to.

As a result, I have dropped down the table to third place. But I'd be very happy if I could be in this position at the end. We are just over the halfway point and dropped scores come into play soon.

I had an enjoyable week of photography at Silverstone for the Formula Student event, interesting seeing the standard of young engineers and EV/Hybrid/ICE and autonomous vehicle development. And it's not all glamour as I dismantled the old and built a new shed/potting shed to tick the domestic duties done box.

In preparation for both Carfest – Driving the International layout at Silverstone and for ethanol trials later on in the year I increased the capacity of the fuel system from 2.8 to 4.3 litres.

Kirkistown

After mechanical failures resulting in a big crash and non-start in the previous two



Sunset over Mallory Park

years, I was hoping for something better for the 800mile, 22 hours of driving to Northern Ireland this weekend. Mind you I cannot complain as Ethan and team, from Lisburn, Northern Ireland, have the same drive to the mainland for every round of the championship.

Five of us made camp on the beach road outside of Cairnryan both before and after the ferry which always adds to the friendly spirit of the travelling circus.

A clean weekend and some failures from Steve Brown and Ethan Faulkner meant I was pleased with a 3rd and a 4th on the Saturday and the two 5thplaces Sunday were made more acceptable by a PB improvement on a time I set ten years ago. I have got a feeling that the track has got 'tighter' in the chicanes since then hence why it has been a long time improving.

The new bump rubbers and set remain unchanged as the handling felt great, I just added front and rear downforce from the wings as again I was maxing out at 141mph. in one run off I wasn't too disappointed to have pushed too hard and put two wheels on the grass on the outside of a fast bend – losing a few seconds – at least I "Dared to fail".

Ethan continued his 15 event FTD run and took 3 run off wins to stay in front and Pete Goulding took another after Faulkner's drive chain snapped on the start line and he didn't qualify. Will Steve Broughton be able to stop this streak at Snetterton in the next few days?.....

A few weeks off, some travel with one full day to Spain to view the total eclipse and this weekend we head into a hectic four consecutive weekends of driving. Snetterton, then 5 days at Carfest driving and entertaining the crowds at Silverstone, followed immediately by weekends at Pembrey in South Wales and then Knockhill in Scotland.

Cheers
Steve/Smiles



“Rumney Junior carries the torch...”

I thought I would write a short piece as it might interest and amuse a few to hear about “Rumney Junior” (AKA – Sam) and his first outing at Castle Combe.

Those who know me, have met my lad Samuel, who is now 14 and has the Rumney gene and petrol coursing through his veins. From aged 3 Sam got an insight in “Powered Vehicles” after my Dad / his beloved “Grampy”, built him a Willys Jeep out of bits he had in the garage and a cannibalized mobility scooter.

Sam quickly moved on into faster and more “fun things” as seemed to be able and proficient in anything “wheeled” which was pleasing to see. I had recounted old stories to Sam about Grampy and I’s Sprinting and Hillclimbing days which he found very amusing (more so the hair cuts and fashion.

A couple of years ago Sam expressed an interest in going indoor karting, so we went, and he did well and enjoyed the experience, but as with all “Rumneys” he wanted to go faster. We dabbled in the next rung up the ladder and I got him a “Pro Kart” which he mastered quite quickly and seemed to wring the most out of it, until he found its limits and wanted to go faster. Pro Karts are no match for the big 2 stroke engines, BUT are more economical to run.



Sam's Mini not eligible for Junior Class A0 as too old

Be assured his “Pit Crew” is NOT Herman Munster, but simply had an unfortunate hatfitment. Although Sam keeps the Kart his eye wandered to Hillclimbs and this is where our tale really begins.

We have been to Prescott Hillclimb many times and always has an enjoyable time, so we visiting recently for the weekend to spectate. It was wonderful to run into old friends Simon Mayo, Luke Trotman, Simon Clemow and Dave Greenslade, who all took the time to chat, and further enthuse Sam.

I had booked camping, and Sam and I planned to pitch a tent for the night and enjoy some of the evenings revelry. Sadly I hurt my shoulder so tent erection was off the table. Sam suggested we sleep in the cavernous Volvo boot… So we did and both had the worst nights sleep imaginable.

On returning home Sam and I chatted and he expressed an interest in doing some sprints, if possible. After trawling the MSAs rules and regs, I found out he COULD begin sprinting in the “Junior A0” sprint class, to our delight so I set about reading up

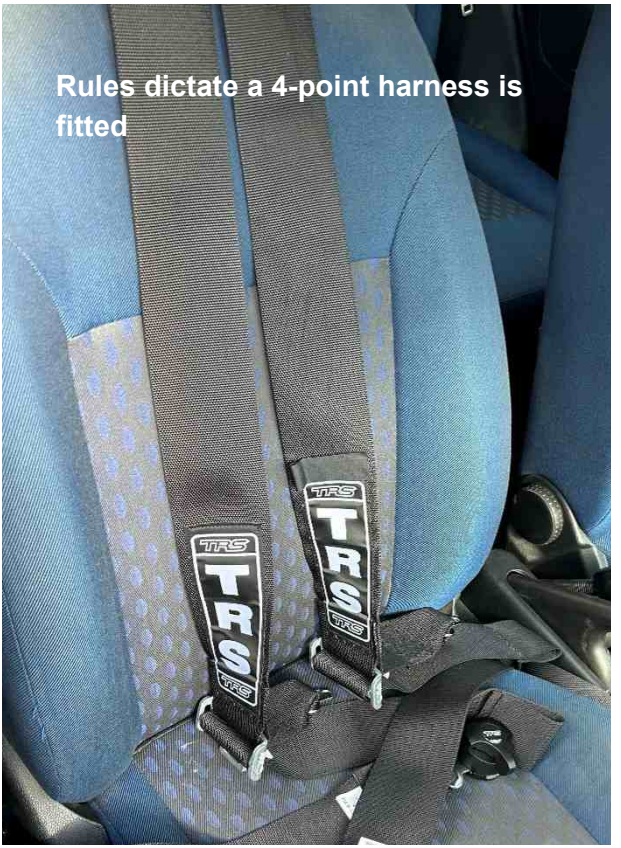
on the regulations and seeing how I could get him on course.

The first hurdle was the car. I read with interest that it has to be a STANDARD, road going car, that was owned, taxed, insured and MOT'd. It had to be no larger than 1400cc, and not over 100bhp.
We were off, Sam has a 1998 Rover 1275 Mini that fitted the bill perfectly.

The next hurdle was attire. According to the regs, he did not have to have fireproof overalls, which I thought odd, only that his "Arms and legs were covered". So his garage overalls would suit and keep him clean. During an email exchange with MSUK I got clarity in writing just in case. I noted that fireproof balaclava was not mandatory, nor were fireproof shoes, or gloves (But highly recommended) but I got some anyway for his safety.

Sadly my helmet was chipped so we had to buy a new (£500..!) Nomex lined helmet. You cannot put a price on such a handsome face.

Next was a Motorsport UK license. I got him an "RS Clubmans" license. (Free and you can do autosolos on them too). BUT on further re-reading the regs, I realised I had dropped a clanger and he needed an "RS Interclub" license to compete at the upcoming (and much enjoyed) "Dick Mayo Sprint" run by Bristol Motor Club at Castle Combe.



Rules dictate a 4-point harness is fitted

A very helpful lady at the MSUK helped me get one quickly and we were back on track. With the kind guidance of Ady Taylor I entered Sam into the sprint and submitted our application to run. Sam and I were buzzing with excitement.

Then it all went awry. I was told he could NOT run his Mini as ALL cars had to be produced AFTER the year 2000. The Mini was too old. We were mortified. I understand now, that a lot of safety features became legal from

2000, so 2000 year+ cars are safer to use. After ringing and texting old motor trade friends, I found for £500, a 2004 Ford Fiesta 1.4, with 65K miles and a new MOT. We were saved.

I had also overlooked an amendment to the rules on “Standard cars” that read that JUNIORS running in the A0 class MUST have a 4 point harness fitted. We dashed to see an old friend who owns “Merlin Motorsport” at Castle Combe, who remedied the harness issue and sent my bank manager into cardiac arrest. Whilst there he kindly gave Sam a tour of their operation, which was impressive, interesting, informative and much appreciated.

After a top tip from Ady Taylor from BMC about using the Ford OEM, REAR seat belt mounts/bolt holes to put the eyelets in, Sam and I had them fitted in under an hour.

Next the old crate's oil was changed, a new cambelt (just in case) water pump (worth doing if cam belts are already off) new plugs and an “iffy” coil pack replaced, “Mega Shed Racing” was ready. Then, with 2 days to go, a cold hand clenched my bowels. I realised, that for all the fun we have had over the years and the cars he has driven in the field, NONE had a MANUAL gearbox.

I said to Sam, who casually remarked “How hard can it be, if you can do it !!...” I told him that if he was that smart to prove it. After 15mins of stalls, kangaroo hops, judder stalls under braking he admitted it was not as easy as it looked. We gave it up for the evening, before the front subframe fell out.

On Friday evening (when it cooled off) we tried again for 30 mins. He became proficient enough to pull away, and stop without stalling. We had run out of time, so tomorrow was “Sh*t or bust!”.

On Saturday 1st August we got to ‘Combe early, and prepared for scrutineering.

Then the fun really began.

The car passed scrutineering OK, and the harnesses, Helmet etc. were ok too. BUT both Scrutineers did NOT accept that he did not need NOMEX overalls. After a lengthy debate, producing my emails from MSUK, Sam WAS allowed to run. A cold bead of sweat ran off my brow. I was told that, as he was a “Junior” in the “A0” Class

I had to accompany him on 3 siting laps/runs Happily my other Helmet was OK to use.

However a (Somewhat unhappy) Clerk came into view and informed us we had missed the Drivers briefing (A huge No No). Thankfully they were understanding of the scrutineering issues, and as Sam's rival had also missed it, the Clerk took them aside and briefed them in full to everyones satisfaction.

After 3 runs together, when Sam made me the proudest Dad, driving smoothly, carefully, and I felt him competent and able to go alone. Sam and I had a hug in the car, and I wished him luck and he aligned himself (alone) at the start for his FIRST EVER solo lap of the circuit.

After what felt like 3 hours, I saw him exit the track and found him parked up, taking off his helmet and beaming. I must admit, a tear of pride welled up at my boy, who 24 hours ago had not sat in the Fiesta, let alone driven it. He went on to do more solo runs and we had a GREAT day together. He is bitten by the bug.

The Car ran well all day, and happily our, rather lazy, pit crew was not needed to intervene with running repairs. As we were all packing up, a beloved old friend came over for a chat. Sam and he chatted. I think Sam passed on some tips? I hope the nice old boy in his bucket hat took note? Who knows he may become a famous professional driver one day.



Discussing tactics with David Franklin

I would like to thank Bristol Motor Club for a great day out. The “Sprint” community were warm, welcoming, offered tips, tools, and even a loan of overalls if the Scrutineers insisted on a NOMEX suit for him. The dedication, time, and passion of the volunteers who run “Club motorsport” is unrivalled and amazing.

Matt Rumney



Nigel Greensall with the owner at Spa 2014

A weekend of two halves

I do have a soft spot for Castle Combe. It's only 20 minutes up the road from home and I started going with my father as a teenager to spectate. I was there in August 1997 when the outright circuit record was re-written in spectacular style by Nigel Greensall in a former Grand Prix Tyrrell 022.

Nigel, a regular racer and winner at Combe, lapped in 50.59 seconds, an average of 130.93mph.In 1999 the Esses and Bobbies were added to slow things down. A quote from Nigel's website, "The arrival speed at Old Paddock was 178mph and about 145mph turning through the corner. We then got back up to just over 170mph down into Tower. The peak speed on Dean Straight was 179mph before Camp. Up over Avon Rise we were getting airborne as the wheel speed graphs were showing 186mph, but we were only actually doing 182mph". The 'only' made me smile.

As some of you will know, our Elise was circuit raced before I bought it. Nigel drove it at Silverstone in 2013 and Spa in 2014.

Anyway, onto the 2026 Dick Mayo Sprint. As a Bristol Motor Club committee member, I know the issues of securing dates at Castle Combe, we don't really have a great deal of say in the matter and have to fit in around big events at the circuit. This

year meant we ended up clashing with the Guston weekend (and Goodwood). Most of the Classic Marques competitors chose to do Gurston which probably cost us 20 entries. We ended up with 82, against 150 last year…….Unsurprisingly, those choosing to do Combe were mainly the 'Bristol Mafia' along with seven others.

As to who did what on the day, it is quite a simple story to tell with a virtually static order throughout the timed runs. Claire took 4th from Chris Parr on T2 and Rob Orford 7th from Trevor McMaster on the same run. The top six were Rob Pack (TVR) Peter Sharratt (BMW) Steve Lyle (Porsche) Claire (Elise) Chris (MX5) and Phil Oliver (MX5) meaning Claire lead home the Bristol Mafia, but it was close with only 0.18 seconds covering 4th to 6th.

Another interesting fact was that the scratch order for the top six was identical to the CM algorithm order, I wonder how often that happens? So, a good day for Claire, winning A2 by some margin, 4th in CM and having broken the 70 second barrier last year, managing the same on every timed run to get within 3 hundredths of her PB. Having said that, the circuit was probably slower this year as the tyres at the Esses and Bobbieswere closer to the trackmeaning you couldn't cut over the green paint like previously. As Claire goes quicker, I seem to go slower.

With the small entry BMC ran practice and four timed runs and then put on an AutoSolo for those who wanted it, on the section of track we don't use for the sprint. Phil made up for his (by his standards) unusually lowly placing by winning the Solo. With the event finished at around 3.45, we attended the awards and then drove to Gurston to find the meeting there was only just finishing (gone 6 o'clock!). We were hoping the same wouldn't be the case on Sunday, but it was much worse.

The event ran very late again, I was the last car in the penultimate batch with the full CM batch and bike and car runs offs to follow. I eventually made it to the start line for my run at 5.30 having been waiting in the car (on a really hot day) for around 40 minute and various stoppages. On nearing the finishline, I noticed the grass to the right of the track was on fire. I suspect sparks from one of the big single seaters in front of me were the cause.

The CoC appeared at the top to tell us the meeting was abandoned. It was gone 6.30 when I got back to the now virtually empty paddock, but at least Claire had packed everything away. We eventually made it home at 8.30. Claire ended up 9th out of a 27 car class after her one competition run and did get PB so she was happy with that at least. Definitely a weekend of two halves.

Mark Tooth

Final year MX5'ing



2026 – The Final Year in my MX5, the Classic Marques Championship and competition, for now.

There are some seasons in motorsport that feel like another year of competition, and there are others that feel different from the very beginning. For me, 2026 was always going to be a little different.

I returned to motorsport in 2020, and over the years the MX5 challenge and for the last 2 years the Classic Marques (CM) Championship has given me an opportunity to compete at some fantastic venues, race against some very quick drivers and, perhaps most importantly, spend a lot of weekends doing something I genuinely enjoy.

The car a 2006 Mazda MX-5 NC, running in the CMCC 2000cc Modern A class. It proved once again to be a brilliant car for hillclimbing and sprinting — quick enough to challenge at the sharp end, but demanding enough that you had to keep working for every last fraction of a second.

By the time the 2026 season came to an end at Wiscombe in September, I had made the decision to sell the MX-5 and take a few years away from motorsport. With

the children now reaching their GCSE and A-level years, the priority is going to be spending more time at home while I can.



Phil at Llandow in 2026 (Picture credit: Tony Smith)

But before putting the car away for the final time, there was still a championship to finish.

And what a season it turned out to be.

Shelsley Walsh – A strong start and an unfortunate ending

Shelsley Walsh was my first outing of the year and, for me, a new venue. The surface had been reworked and conditions were tricky, with the grip changing and the hill proving every bit as demanding as its reputation suggests. I was pleased with how quickly I settled in and managed to take fourth on my Shelsley debut.

It was a particularly satisfying result given the conditions and the strength of the field. Unfortunately, the final run didn't go quite according to plan. At the Crossing the rear of the MX-5 stepped out and what started as an attempt to catch the slide became something rather more spectacular — effectively a brief Tokyo-style drift before the car made a rather gentle, if apologetic, acquaintance with the tyre wall.

The damage to the front of the car looked worse than it ultimately proved to be, and thankfully it was recoverable. There was also a personal connection to Shelsley that



Phil enjoyed his time in both MX5s and Classic Marques (Picture credits: Tony Smith)

made the weekend particularly meaningful. My late father, Bill Oliver, and Pete Dignan's father, John Dignan, had both competed in the 1974 Avon Tour of Britain, as well as the 1972 Cyprus International Rally, when both were stationed in Cyprus with the RAF. My Dad rallied Mazdas in the 1970s.

So, decades later, arriving at Shelsley in a Mazda of my own felt like a nice continuation of that family history. I've already written separately about the Shelsley experience, so I'll leave it there rather than repeat the whole story.

April - Wiscombe Park – The MX-5 really came alive

Wiscombe was next, and the MX-5 immediately reminded me why I enjoy competing in it so much. There were days when the car simply felt right. The balance, the rear-wheel drive and the ability to carry momentum made it a particularly satisfying car on a challenging hill.

On one of the early-season days I managed to take the 25-point timed competition, and on the Sunday the pace improved again. A 46.31-second scratch time showed just how much more there was to find from both the car and myself. That's the fastest I'd been up this particular hill.

Those are the moments you remember — not necessarily because they produce a

trophy, but because you come back to the paddock knowing you've put together a run that feels properly quick.

Goodwood – A very different challenge

From Wiscombe we headed to Goodwood. Goodwood always brings a different character to the championship. It's fast, open and unforgiving of mistakes, and it rewards a driver who can commit while still keeping everything tidy.

For me, it was another opportunity to put the MX-5 through its paces and continue building the championship points that would ultimately become so important later in the year. One of the enjoyable things about this championship is the variety. The same car can feel completely different from one venue to another, and Goodwood is a good example of that.

Loton Park – Back for another year

Loton Park was next. Importantly, this wasn't my first visit — I'd competed there in 2025, so I knew what to expect from the venue.

That previous experience was useful, but Loton still demands concentration. It's a hill where you need to put the whole run together, and the challenge is finding the point where you're carrying enough speed without giving away time through small



mistakes.

The MX-5 continued to prove itself as a very competitive package, and the championship battle was beginning to take shape.

Llandow – One of the highlights

Llandow was one of the real highlights of my season. The MX-5 was working extremely well and I found myself in a very close battle with Chris Parr, also in an MX-5.In the end I managed to take the win and securing another 25 championship points.

Those are the results that make all the preparation, travelling and hard work worthwhile.

There is also something particularly satisfying about beating another car of essentially the same type. When you're both in MX-5s, you can't simply point to a huge horsepower advantage or some exotic piece of machinery.



2026 not without incident

It's down to the driver, the setup and putting the run together. That made the Llandow result particularly satisfying.

Prescott – Another battle at the sharp end

Prescott provided another strong result. The MX-5 was right up there during practice and I went into the timed runs knowing there was a good opportunity to score heavily. In the final results, Rob Pack took the win, with me second on 47.07 seconds, ahead of Steve Lyle.

It was another important result in

the bigger championship picture. At this stage of the season, I wasn't necessarily thinking about the final championship position. There were still plenty of events to come, and motorsport has a habit of changing very quickly.

But consistently being near the front was exactly what I needed.

Castle Combe – Sixth, then a win

Castle Combe produced one of those weekends where the result doesn't necessarily tell the whole story. The main event was extremely close. The leading group was tightly packed, with the top six separated by only 0.18 seconds from fourth to sixth. I finished sixth overall in the main event.

That might not sound spectacular on paper, but in such a closely fought field, there was very little between us. Then came the Bristol Motor Clubs AutoSolo. And that went rather better. I managed to win the Solo, which was a nice way of making up for what was, by my standards, a relatively lowly sixth place in the main event.

It was another reminder that in motorsport you can go from thinking you've had an ordinary day to driving back into the paddock with a win.

Pembrey – A gearbox problem brings the weekend to an early end

Pembrey was less kind to me. On the second day, after the second timed run, the gearbox became stuck in third gear. There wasn't much that could be done about that at the circuit, and it meant I couldn't complete the remaining timed runs. It's one of those things you simply have to accept in motorsport.

You can prepare the car, check everything you can check and turn up ready to compete — but ultimately you're asking a mechanical object to operate at very high levels of stress. Sometimes it just says no. It was frustrating, particularly knowing there were still points available, but there was nothing to be gained by dwelling on it. However, I'd still Managed to hold onto a podium finish.

Wiscombe – The final event

And then came Wiscombe again. By September, the season was beginning to draw

to a close. The event itself was cut short following an incident on the hill, which wasn't anything to do with me. That meant the first timed run suddenly became much more important than anyone would have expected when the day started.

Chris Parr took the 25-point win, while I had to accept that the opportunity to add more points had effectively disappeared. At the time, I wrote:

"My cards have been dealt and where they land they lay."

Looking back now, that sums up the end of my season rather well. There was no dramatic final-race showdown or carefully planned farewell. It was simply my final event of the year. And, as it turned out, my final event for quite some time.

The championship result

Once everything had been calculated, the final championship standings gave me a result I'm extremely proud of:

2nd Overall
1st Mazda
1st Modern A
197.11 points from my best eight rounds

The final standings record 13 rounds attended, with eight qualifying rounds contributing to the championship calculation and a rounds average of 24.64. Not three bad as my late father would say.

To finish second overall in a championship containing such a strong field is something I certainly won't take for granted. And winning the Mazda class makes it even more satisfying.

The final table shows Glen Shaw taking the overall championship in the Nissan 350Z on 200 points, with my 197.11 placing the MX-5 second overall. Chris Parr finished seventh overall and second in the Mazda class. For a little Mazda with a fraction of the horsepower of some of the cars around it, that's a result I'm incredibly

proud of.

The end of a chapter — for now. After the final Wiscombe event, I made the decision to sell the MX-5. That wasn't an easy decision. The car has been a huge part of my motorsport life, and there are a lot of memories attached to it — the good results, the frustrating ones, the mechanical problems, the crashes, the early mornings, the long journeys and all those moments when you get back to the paddock knowing you've just driven a really good run.

But motorsport takes time. And right now, my children are reaching an important stage of their education. With GCSEs and A-levels ahead, I want to be at home more and have the time to support them properly. So I'm going to take a few years away from competition. I don't see that as giving up.

It's simply recognising that life changes, priorities change, and sometimes you need to step away from something you love in order to make room for other things that matter just as much. The MX-5 has now gone, but the memories certainly haven't. Not goodbye. When I look back at 2026, I'm pleased that my final season for now ended on a high.

A season packed with the sort of experiences that make motorsport worth doing in the first place. There were wins, podiums, close battles, mechanical failures and one rather unfortunate meeting with a tyre wall. There were also friendships, family connections and plenty of weekends that I'll remember for a long time. I'm grateful to the organisers, marshals, officials, fellow competitors and everyone behind the scenes who makes the championship happen.

Most of all, I'm grateful to my family for putting up with the early starts, the travelling, the preparation and everything else that comes with competing. For now, it's time to spend more weekends at home. But I don't think motorsport ever really leaves you. So this isn't goodbye. It's just a pause.

2026 was my final year for now — and what a way to finish it.

PhilOliver

Classic and Performance Parade

On Sunday 2nd August 101 classic and performance car owners arrived at the rather grand entrance gates of Castle Combe Circuit greeted by our dedicated team of marshals. This to ensure everyone knew where to display their pride and joy in the paddock area. In time honoured tradition Cobra's and TVRs the circle of grass near to the entrance facing the circuit and Astons immediately outside the Strawford Centre. Those three marques and respective clubs have regularly supported the event for at least the last ten years that i've been involved and always have a great time with most taking part in the parades.

Elsewhere we had what can only be described as an eclectic mix from a 1930s Singer to a surprisingly large number of later Audi TTs. One such owner was first to arrive and after a quick conversation it transpired they hadn't booked either just hoping to enter on the day. He wasn't alone this was a thing. I'd go as far to say that our 101 entry was 80% booked and 20% entered on the day. What was also interesting is how close everyone was to the circuit.

Normally for one of our events such as the Dick Mayo Sprint entrants travel 60 miles on average. For the Classic and Performance Parade under 30 miles. So this is definitly an event with strong local interest.

Once underway the parades which are conducted at an appropriate speed in line with Motorsport UK guidelines were well driven by all involved. If anything we've sped them up slightly over the last few years and this has reduced sandbagging as just sticking with the lead pace car is fast enough. These are people after all who don't want a track day or a sprint, they just want to push their cars a little more than they dare on the road. It works a treat.

From a club perspective everyone who helps not only gets lunch they get an opportunity to drive their or another club members car around the track as well. This make the event rather unique, you're marshalling but you're also taking part. Thank you to everyone who did help, another fabulous year.

Matt Nichols







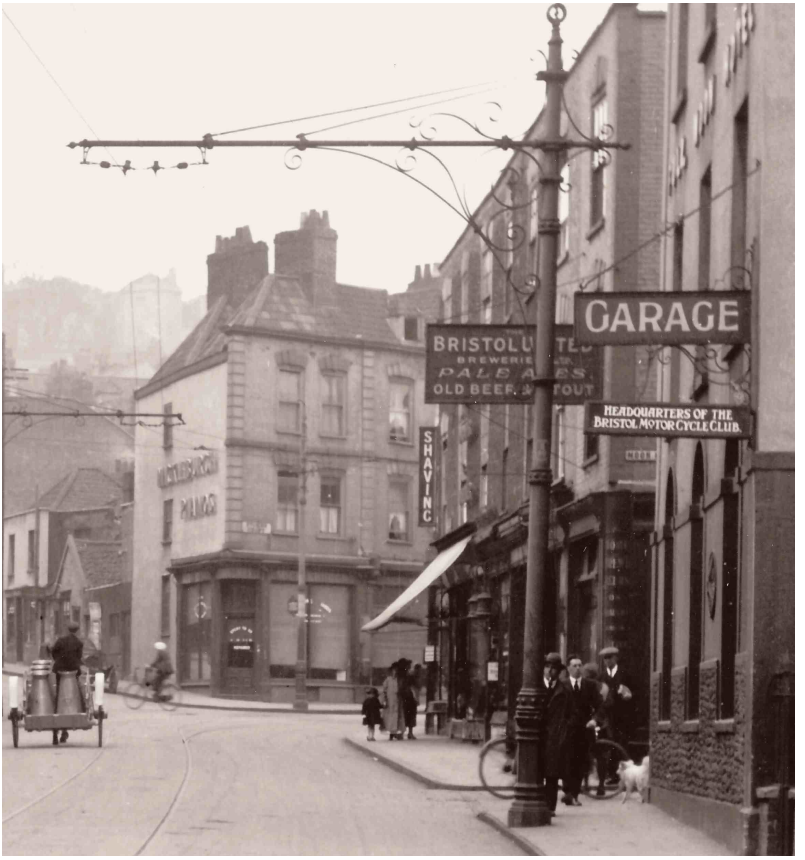


Can you please particularly pass on our thanks to all of the marshals and volunteers: from the moment we arrived until we left we were met with smiles and a friendly and helpful attitude... Chris Langley



Picture Credits: Jim Gaisford
gaisfordphotographic.com

Drive By - Chris Dymock



‘Oh, would you look at that. I wonder…’

Hi everyone, ever looked at a photo on numerous occasions and then suddenly picked up on a detail you’ve never noticed before that’s been staring you in the face since you first glanced at the snapshot in question?

Well, I’ve been perusing pictures of old Bristol for more years than I care to admit to as I’m fascinated with how the city has changed over the multitude of decades since

photographs (the glass plate type originally) became reliable and popular since the mid nineteenth century.

I own a range of books self-published by Reece Winston who was an enthusiastic Bristolian amateur photographer and a Fellow of the Royal Photographic Society who not only set about photographing and recording parts of old Bristol that were rapidly being lost to redevelopment as part of the post-war rebuilding programme from the mid-forties through to the mid-sixties, but who also amassed a huge archive of photos from all sources to eventually own what was (and still is – its now owned by the city council, I believe) the largest archive of such photos of any city in the country.

Okay, I know, a nice if somewhat boring hobby but each to his own. So, what elicited my opening line?

Well, on Saturday mornings we usually take Ruh, our Lurcher, to one of the local National Trust properties for his walk and as they don't open to the public until 10.00am, I was using the spare time before one of his recent walks to look at some online photos of old Bristol, in this instance using the search 'images of Bristol in the 1910s'.

Now, this is a reasonably common occurrence for me, and I like to place the locations in the photos in context with the modern city layout we all know today and, although I've certainly looked at the picture in question a lot of times over the past few years, its one of the photos that I've only ever looked at rather than looked into, if you get my meaning.

To see why I'm making a bit of a fuss about an old photo, I've shared the picture in this article for you to have a look and, if you look closely, beneath the large 'Garage' sign on the right-hand side of the image there's a smaller sign which states 'Headquarters of the Bristol Motorcycle Club'

Yep, it's a ninety-nine percenter that the sign relates to the earliest incarnation of the motor club we know and enjoy today as the Bristol Motor Club. So where was the

location of our original HQ? Delving deeper into the image, just past the Garage sign there's the start of a road name visible on a building (beneath the HQ sign) with just the single word 'Moon'.

As the road looks to be more of a lane, I used the search function on my usual go-to website which gives the road layout of Bristol in about 1880 with a pull-across that gives an overlay of the current city and I inputted a search for 'Moon Lane'. This didn't yield any results, but inputting 'Moon Street' certainly hit the jackpot. It transpired that Moon Street was, and still is to this day, located at the bottom of Stokes Croft.

Which led me to wondering whether any of the landmarks might still be present today to more accurately place the actual location of the HQ. Using the old road layout map for reference together with my own knowledge of the area and whipping out my trusty magnifying glass for a closer look and, oh yes, bingo, got it!

Want to go on pilgrimage and visit this hallowed ground for yourself? Easy, you see the giveaway was the tramlines in the image as these were only installed on major roads, therefore, the main road in the picture is actually Stokes Croft Road, more accurately for today's roads, the short stretch named North Street which encompasses the multi-lane carriageways entering and exiting the St James Barton Roundabout.

A closer look with my trusty spyglass revealed the lettering on the side of the building in the far background states 'Mickleburgh Pianos', a famous Bristol local landmark, and the lettering on the building that the HQ sign is attached to is the big giveaway and states 'Full Moon Hotel' which is still a pub today and the actual building is still extant, result!

There you go, with immense foresight and understanding of the sort of person that joins a motorsport club, our club forebears selected the perfect site for their monthly gatherings – a hostelry for the imbibing of liquid refreshment that also offered rooms for the overnight stays of the overly indulgent, and conveniently next door to a garage to help sort out the inevitable automotive maladies of early motor vehicles at the

dawn of motoring, genius!

In other news, not much to report on the general automotive front since my last article and the replacement of the XKs headlining is shortly to take place as I roped in Lynnette's brother-in-law, James, and his son to give me some help as they are more than handy with a bag of spanners – James has previously owned an XKR that he refurbished and they currently own five TVRs for goodness sake, so plenty of opportunity for constant practice there then…

James' son, Arthur, presently has his modified BMW E30 for sale and the specification is impressive, with a fully refurbished and faultless bodyshell now containing a 2.8L straight six and manual gearbox, all the right manufacturers supplying the suspension and upgraded brakes etc and up for £12,950 - not unreasonable given the prices being asked for a standard E30 in anything like decent shape.

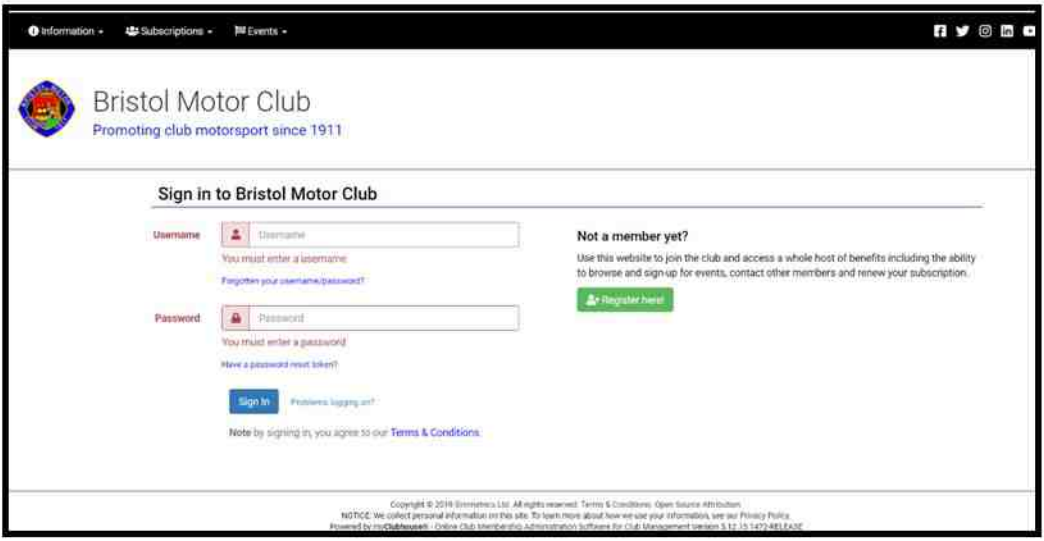
Talking about BMWs, my new electrical engineer in work is in the process of obtaining his dream motor (the affordable one, not the 'if I win the lottery' one) a 335i M Sport and is perusing the classifieds to track down the right car.

It's actually been quite an exercise for him as he always gets an AA inspection of any prospective candidate, and although this is a reasonable cost as he's had three cars inspected recently, it has saved him from potentially purchasing what have turned out to be MOT'd rolling projects requiring quite substantial financial outlays to sort out. Caveat Emptor, indeed.

And all this at 23 years of age – must be paying him too much, although his annual insurance for a 335I M Sport will apparently be a very reasonable £500. In fairness, at the same age I was knocking around in a Datsun 260Z (a 240Z with a 2.6L lump, and the two-seat model not the 2+2 with the cranked roofline), so can't fault him in this time-honoured rite of passage for every young person.

Chris Dymock

Join Bristol Motor Club



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

Register Here

NOTE:

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

BRISTOL MOTOR CLUB

MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement.The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - www.bristolmc.org.uk/reference. *If you agree please tick box* ☐

Full Member	First name	Surname	
	Email		
Associate member	First name	Surname	
	Email		
Address			
		Postcode	
Main phone		Alternative	
Have you previously been a member of Bristol Motor Club?	YES / NO	Membership No(s)	
Do you wish to receive the club magazine, *Driving Mirror*, 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
DEDUCT REWARD POINTS £1 each	(NOT applicable to NEW club members)		
TOTAL	cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD		£

DECLARATION

I / We, the above-named applicant(s), hereby:

a) 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;

b) 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;

c) 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**

Please post the completed form with your payment to: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS32 8AX.

FOR CLUB USE	Date received	Membership No(s).

Privacy Notice

Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found in the front of this magazine.

Collecting your information

We collect your information when you fill in a membership application form. 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.

Leisureware



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.

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



Ordering Information

Browse the BMC Clothing catalogue at your leisure and select the items you want to order, making a note of the product, size and cost.

https://osnicembroidery.co.uk/product-category/bristol-motor-club/

Catalogue

Then email details of your order to Tony and Angie Streeting tonystreeting@outlook.com quoting the product, size and cost and how you would like to pay.

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

Website Page

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).



2026 Calendar

motor sport UK | Recognised Club

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
Friday 23 October	Navscatter (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)		