

## Welcome to Cirencester Car Club

- EITHER** you have enquired about joining the Club  
**OR** you have just joined the Club for the first time  
**AND** in either case this handbook will explain the type of activities we organise for our members.

We aim to get all our members involved in and enjoying as many Club events as possible, either as competitors or by helping to organise and run the events.

Enjoy your motor sport.

For more information contact:

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Cirencester Car Club

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## Club Rules

**(As revised 8th January 1991)**

- 1 The name of the Club shall be the 'Cirencester Car Club'
- 2 The objects of the Club shall be the furtherance of the pastime of Motoring by organising social events and promoting competitions and in general fostering the interests of motorists in the district and to help other clubs when Marshals or Stewards are required.
- 3 The Club shall be open to all who apply subject to the approval of the Committee and payment of the subscription fee
- 4 The annual subscription shall be determined by the Annual General Meeting each year, payable on 1st November, half yearly subscriptions after 1st May.
- 5 The Officers of the Club shall consist of a President, Vice-Presidents, Chairman, Hon Secretary, and Hon Treasurer, to be elected annually at the Annual General Meeting.
- 6 The Committee of Management shall consist of the Chairman, Hon Secretary and Treasurer, with Members, the latter to be elected at the Annual General Meeting. Five Members to include at least one officer to form a quorum. Any vacancies to be filled by the Committee, which shall have the power to add to their numbers at their discretion. The Hon Secretary and Competition Secretary to be nominated by the previous Committee of Management.
- 7 The Annual General Meeting to be held as soon as after the 1st November as possible.

Special General Meetings shall be called by the Secretary whenever directed by the Committee of Management, or when requested, in writing by not less than fifteen Members of one-fifth of the total Membership of the Club (whichever is least) who in their application shall state the object of such meeting, which shall be communicated to all Members, together with not less than seven days notice of such meeting. Fifteen Members or one-fifth of the total Membership of the Club (whichever is least) to form a quorum for all General Meetings.

All motions at all Meetings shall be carried by a majority of those Members present.

- 8 Any Member found guilty of objectionable conduct may be suspended by the Committee of Management, subject to a General Meeting, which shall have the power of expulsion without refund of subscription. The Committee of Management shall not be compelled to give reasons for suspension.
- 9 The Committee of Management shall have power of deciding all questions not provided for in these rules.
- 10 No alteration in, nor addition to, these rules shall be made except by the usual majority at any General Meeting. Notice of such alteration or addition shall be given with notice of the meeting.
- 11 The accounts shall be passed by the Auditors, approved by the Committee of Management and submitted at the Annual General Meeting.

## **A few historical notes from the archives**

In 1948 Jim Loveday and Bill Stallworthy were founder members of the Cirencester Motorcycle Club. They were instrumental in getting racing going at Chedworth Aerodrome for bikes and they held several races there in the period 1948-50. Amongst the famous riders who competed were the late George Brown on his Vincent machine.

In 1950 Sir David Gamble chaired a committee, which formed the present Cirencester Car Club and incorporated the Motorcycle Club. Other founder members were Bill Stallworthy, Don Heaven (Bridges Garage), Gordon Philips (son of the late S J Philips of Kemble), Herbert Franklin, John Lampitt, Tony Broxton (Cirencester Garages) and B Nelson.

The first major event was a 400-mile rally, which went to Aberystwyth and Chester before returning to Cirencester and this was in 1953. Over the next few years the Club concentrated on this annual rally and autotests (a driving test against time). Jim Loveday, who is still a member, and the late Phil Smith competed in a Ford Zephyr in these rallies.

During the sixties several Members drove autocross cars and were very successful. Charlie Todd of Oaksey was amongst those, driving an XK150. Alan Shaw in an MG Midget, Lou Roper in a Triumph Vitesse. This culminated in the Club running the Players' Number Six Autocross series of races for a number of years.

During the 1970's Lord Bathurst invited the Club to run stage rallies in the Cirencester Park. These were sponsored by Arkells Brewery and were a great success with the top national drivers competing. This was followed by the RAC asking the Club to organise a major stage on the International RAC Rally.

Also in the seventies the Club ran many fine sprint meetings at Wroughton Aerodrome near Swindon and gained a reputation for good events. Included in these were the Cirbat Road Rally organised with the Bath Motor Club and production car trials.

Some of the Members, led by Jim Loveday became involved in circuit racing and competed at national level for quite some years. Amongst these were David Huck, Chris Merrick and Bunny Lees-Smith.

Race marshalling and organisation was a strong interest, led by Don Lawrence and Paul Lawrence who were stalwarts of the club at that time.

## MEMBERS' GUIDE

In the Eighties and Nineties, Stage Rallies were run each year at Down Ampney and Kemble attracting entries from all over the country, with some of the finest drivers in the land competing in these Championship events. In 1987, the Club was permitted the use of South Cerney Airfield and returned to running major sprint events.

In 1989 the Club supported Martin Saunders (the present Chairman) in his attempt at the Lombard RAC Rally, co-driving for London's Barry Sugondo in a GRP A Toyota Corolla. This is the first time a Club member had represented the Club at World Championship level a feat he has since repeated some nine times.

In the nineties the Club continued to run occasional stage rallies at Kemble Airfield and Down Ampney venues, as well as sprints at the re-opened Wroughton Airfield and South Cerney.

IN 2002 the Club celebrated its 50th anniversary with a grand day at the Royal Agricultural College and an Anniversary Run in the Cotswolds, attended by many former members.

Into the 21st Century and the Club continues with its grass roots Motorsports events (12 car navigational events, Summer Series driving tests, treasure hunts, scatters, touring assemblies and social events) with members competing at all levels and most disciplines.

## Marshalling

No Motorsport event can take place without Marshals. It is a great way to first get involved in Motorsport, you don't even have to own a car or be able to drive & it's not going to cost you a lot either.

You can help out at all forms of Motorsport and don't worry if you can only afford the time to come out a couple of times a year, there is no pressure to attend, just do the type of events that you may be interested in or just the local events. Help at events is always welcomed.

### **What sort of activities may I be asked to help with?**

Marshalling is a varied and some say strange pursuit. You may be asked to man anything: from a junction on a Stage Rally, gates on Production Car Trials, passage checks on Navigational events, doing time controls on Autotests, road events, Stage Rallies or Sprints at Club, National or International level. It maybe near home or even on the odd occasion abroad.

The easy way to start is to "buddy up" with an experienced marshal or team of marshals. When the Club is running an event or has been asked to marshal on another club's event, you can just come out and watch if you like. Don't be put off if no one else from CCC appear to be going, contact the organisers, you will be welcomed with open arms.

If you want to get more involved there is a Marshals Registration scheme run by the MSA (Motor Sports Association). A wide range of training is available, from first aid & fire training to timekeepers and how to become an event official. Some National and International events will require you to hold an MSA Licence, but don't worry, the licence is easily obtainable via the Club.

You will need to come prepared for the sort of marshalling you will be doing. It is an outdoor pursuit all year round, so you can expect any sort of weather conditions, from either being out on an airfield in the hot sunshine all day or in a Welsh forest on a cold wet & windy night in November. So think what sort of protective clothing you may need to take, as well as food & drink, you maybe miles from the nearest fast food outlet.

### **Interested?**

Then keep an eye on the newsletter or at Club meets for any pleas for marshals. Let someone know you are interested and you will be contacted by the person co-ordinating the event.

**Richard Clayton**

## Navigation Events

### 12 Car Events

Can I do it in my road car??? Yes!!!

To compete in a 12-car navigation event you need two crew members, a driver and a navigator, and a car. Any car will do – it does not need to be specially prepared or high powered – in fact a few years ago one event was won by a Commer van with a Perkins diesel engine, the only added extra being an old armchair in the back for the navigator.

After signing-on and having the car checked for legality of lights, licence, horn, tyres and no advertisements on the car, the navigator is given the Route Information which he has to transfer to the stated Ordnance Survey map and work out the shortest route for them to take. He also has to work out the time taken to cover the sections from the mileage and the average speed given.

To help him do this he will need:

- A map or maps – the latest edition of the 1:50,000 Land Ranger series Ordnance Survey map
- A 'roamer' (a small plastic device to enable map references to be worked out accurately)
- A map board on which to rest the map (a piece of hardboard will do)
- A calculator (not solar powered!)
- A few soft pencils (2B/3B/4B)
- A pencil sharpener
- A soft rubber
- An in-car light to help him see to use all the above but which does not blind the driver.

(The best type is either one on a flexible arm attached to the car, which leaves your hands free to hold the map and paperwork or a

'Potty light', which incorporates a magnifying glass as well).

(Most of the above items can be obtained from Motorsports suppliers like Demon Tweeks – 01978 664467 [www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk))

The Driver's job is then to drive the given route, but among other qualities he needs to be patient, since it often takes the Navigator a while to work out the route and this is not helped at all by the person in the 'right-hand seat' shouting 'which \*\*\*\*\* way then?' in his ear. Drivers should also drive sensibly and within the law, always remembering that someone else could be coming the other way along that single-track winding road. When organisers specify a quiet area, usually a village it should be taken in as high a gear as possible and without any auxiliary lights. These things are only common sense as the last thing we want is an accident or to upset anyone living along the route.

The Cirencester Car Club series starts in November each year and there are about six short events of 60 miles spread throughout the year, always after dark and usually starting easy and becoming progressively more difficult as the season progresses.

This sort of competition is great fun at club level and one of the most enjoyable aspects is the 'social gathering' at the pub for the finish with everyone swapping stories of the evening's sport.

Marshals are always needed on these events, so why not come along and see how it all works at the next event shown in the Newsletter.

## **Table Top Events**

All the same rules apply as for the 12-car events but you do not need a car, it is rather like a board game carried out with your map on a table top, in a room in close proximity to refreshments.

These are good starting points for complete beginners, so why not come along and see how it works?

## Cirencester Car Club

### Rallying Beginners Guide

Rallying is the most popular type of motor sport. It has many forms at varying expense levels.

The main advantage of rallying is that you can use an ordinary production car. You will need two people, the driver and co-driver, or navigator and a car to compete in.

### Road rallies

There are many different types of 'road' rallies starting with treasure hunts, economy runs, 12 car events, navigational scatters and, of course, road rallies themselves.

The purpose is generally to follow a pre determined route encompassing a set of controls to ensure you have taken the correct route. The main emphasis is the navigation rather than out and out speed (it doesn't matter how fast you drive if you are going the wrong way!). These events are good fun and help to develop the skills of both driver and navigator in preparation for full road rallies and eventually stage rallies if your budget permits.

'Road' rallies take place on the public highway, mainly at night. The speed of the events is generally set at 30 mph average speed. This is quite a challenge as usually country lanes are used, which impede your speed whilst you try to plot your route and learn to find the correct way.

### Minimum requirements:

You will need a road car that is taxed MOT'd and adequately insured for these types of events. For most events only a club membership card is required, for full road rallies a basic competition licence is required. The driver must be at least 17 years old with a valid driving licence and the navigator must be at least 12 years old.

The car is not so important but try to get your car up to a reliable standard, as lack of reliability will spoil your evening. There are more specific rules for the more competitive events and these are in the Motor Sports Association yearbook ("Bluebook"), which you get when you apply

for a competition licence.

The car club runs regular 12 car events and this is the best way of getting started. We also run 'table top' events to help train new competitors.

Please do not forget all you need to do is ask if you need any help. There are experienced competitors in the club who will willingly help if you need advice (especially during an event if you are unsure of the route!).



*Gary Midwinter & Martin Saunders, Wyedaen Rally 2003*

## **Stage Rallies**

The cost escalates at this point!

The emphasis has now changed to speed (£). The fastest driver and car combination will win. The car needs to be well prepared and of course reliable, the ability of the driver becomes the key factor. Navigation is still critical but you will now be using pre-plotted route maps or pace notes on closed roads or sections.

There are generally two types, Asphalt or Loose surface (including forest type stages as seen on the RAC rally) some events have a mixture of the two. They both have pros and cons. Asphalt events can be more suited

to the clubman as the costs are generally lower in terms of entry fees, tyres and damage to the car. However good asphalt venues are becoming harder to come by so you may want to prepare your car with both in mind.

## **Minimum requirements:**

- Club cards and Competition licences.
- The driver needs to be a minimum of 17 years with a valid driving licence.
- The co-driver needs to be at least 16 years old.
- Crash helmets and flameproof overalls to current MSA acceptable standards are needed.
- The car will need extra safety equipment incl: a roll cage, fire extinguishers, multi point seat belts, remote electrical cut outs, fire proof bulkheads and sump/tank guards as appropriate.

At this point the car becomes important. Try to stick with what other clubmen competitors are using. This is generally because the cars have competition parts already developed for them, if the car you chose is not popular it will be difficult and expensive to make it competitive. This is why many people use Escorts, Novas, Astras, 205s, 106s etc. as the competition parts are readily available. Don't try to start with anything too powerful or it will limit your ability to learn as the car will be driving you, rather than you driving it.

It is possible to use an almost standard car to start with and then develop it as finances allow. Sometimes it can be a lot cheaper to buy a readily developed car but be aware that sometimes the car may be more developed than your driving skill.

Try to learn your limitations gradually as initially it is important to get experience and confidence of completing a whole event rather than the first mile or so.

Remember P.P.P. (Preparation x3), this will get you regular finishes and help build your driving skill, it is difficult to get faster if your car is unreliable as you won't get the stage mileage experience and the learning curve will become slow.

If you need advice, ask the club members – they are always willing to help.

**Ben and Tom Jefferis**

## Driving Tests and Gymkhanas

Can I do it in my road car?? Yes and it does not damage it.

All you need is yourself, your car and your Membership card. Any type or form of vehicle may be used for these tests from a tractor to a Rolls Royce and a small entry fee is charged to cover the event permit and hire of the venue.

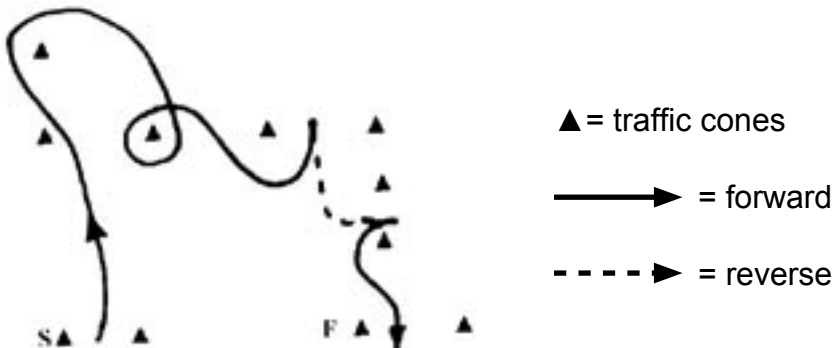
The course is marked out on a relatively flat area, such a car park, old runway, field or area of corn stubble with traffic cones. Competitors are given copies of the routes. The competitor has to memorise the route for each test and then drive around it as accurately as possible without hitting the cones.

Losing the way or failing to carry out any instructions given on the route, like stopping astride a line will earn penalty points.

Each test is run twice with the lowest score from the pair counting towards the final results with four different tests being run during the day. Only one vehicle is allowed to run at a time and the car with the lowest number of penalty points at the end of the event is the winner.

Small cars are best for this type of event but as the entries are divided into classes, according to length, then they can all be competitive. Driving skills are all important so the most powerful cars do not win unless driven skilfully.

This is an example of a test route:



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*Jeremy Wells, Kemble Airfield, Summer Series 2003*

*Ben & Tom Jefferis, Longcross Stage Rally*



## Hillclimbing & Sprinting

Can I do this in my road car? YES – But it will need slight modifications.

Hillclimbs and Sprints are two motor sports activities that give enormous pleasure to competitors and spectators alike both old and young.

Anyone can take part in virtually any car with the very minimum of modification. The only requirement being a National B Competition Speed Licence, obtainable from the MSA, a crash helmet, overalls and a road worthy car.

Events take place all over the country and are so structured that it is possible to compete successfully in your own road car or at the wheel of a modern single seater-racing car.

Hillclimbs are usually along narrow roads that are tree lined, demanding considerable on-off courage and requiring precision driving often not needed in other forms of motor sport.

Sprints on the other hand, are usually held on wide flat airfields or closed public roads and are an ideal way to start a modern racing career, as it teaches you car control under racing conditions but you only go as fast as you want to.

If you are interested in taking part yourself, go along to our local hillclimb course at Prestcott on a Saturday during practice and look around at the competitors and their machinery or sign on as a marshal at one of the Club's sprints. You do not need to be a young ex-karting champion to take part and most competitors are purely amateurs with carefully controlled budgets.

During practice, away from the heat of the competition most drivers are prepared to answer questions and give advice to newcomers. After watching a meeting and having been bitten by the bug try your hand at competing, at a non-championship meeting.

When you send off for your competition licence (application forms available from the club Secretary) you will receive the MSA Blue Book (Yearbook), which gives you a list of fixtures being held around the country and also tells you what you should do and not do to your motorcar. Obviously, you must make sure that the car performs at least as well as the manufacturer intended and that it is safe.

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The first few runs in competition will show you that often the driver can be improved upon more than the car and I have, on several occasions, seen a shared car finish first and last in the same class, with different drivers.

When you are certain that you have extracted the maximum performance from your car, look carefully at its weight and what is superfluous. Take out the jack, spare wheel and all of the rubbish, because the rule is that 10lb in weight is worth one brake horsepower. Once you have got the car to the minimum weight, turn your attention to the suspension department. A good set of competition shock absorbers and some lowered springs can sometimes transform the handling of a road car. Many entrants in the road going classes also have a spare set of Demon production saloon racing tyres on slightly wider wheels just for competing.



*Graham Ford, FTD CCC Sprint 2002*

The engine is generally the last part you modify and good motors tend to cost a lot of money. If you have got reasonable mechanical knowledge you can perhaps change the cam shaft or fit a modified cylinder head, but if your engine is tired or you are getting serious about the exercise, take it to a specialist who prepares engines for your type of car (it is cheaper in the long run). Finally, when you are sitting there on the start line with everyone watching you, keep calm and remember that the quick times are the tidy, slow looking ones without armfuls of opposite lock. Try to visualise a digital clock ticking away in the background – that's what competing against the clock is all about.

**Howard Seward**

## Production Car Trials

Can I do it my road car? Yes, if you are careful.

You will also need a competition licence unless it is a 'closed to club' event, when you will need only your membership card.

The title Production Car means just that, so you can use your day-to-day shopping car if you wish.

The 'Trial' part is to test the ability of the driver to drive the car up a grassy hill along a route marked with numbered posts. The first post counts 12 penalties and each time you manage to pass a post your penalty score reduces by one until, if you complete the course, you get a score of zero.

Most trials are conducted on one site comprising about eight hills, each of which is attempted four times, making a total of 32 hills. All the scores are added together and the winner of each class is the one with the lowest score.

The overall winner is arrived at by an index of performance calculation.

The entry fee is very low, so if you add about half a gallon of petrol and a little tyre wear, it must be the cheapest form of motor sport.

The MSA Blue Book, a copy of which will be sent with your licence, contains all the regulations which apply, but a few of the main points are listed below.

1. Any car will do but automatics are not recommended.
2. A current MOT Certificate must be shown.
3. No chassis or body alterations permitted including the use of fibreglass panels.
4. Additional ballast may be added but must be fixed.
5. Bumpers must be in place.
6. A spare wheel must be carried in its original position.
7. Springs and shock absorbers may be changed but attachment points must be as original.
8. Tip up seats must be secured.
9. Tyres should be road going type not 'grip type'

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10. Tyre pressures on driven wheels vary according to class.
11. A passenger (minimum age 14) seated beside the driver is mandatory
12. Passengers in the back are permitted – if between 2 + 4 years must be in approved child seat.
13. Duplicate throttle return springs should be fitted.



*Dave Bowlas 2003*

## How to make a start in motor racing

So you think motor racing is all about glamour, vast cost and mind-blowing technology? Well, if your second name is Schumacher that is certainly the case. But for thousands of enthusiasts, it could not be further from the truth. And that goes for Cirencester Car Club members.

There is no doubt that the television image of motor racing can give the uninitiated a clear view that the sport is way out of reach of mere mortals striving to pay the mortgage, feed the cat and have enough left for a curry on Friday night. True enough, if you have money to burn, motor racing can be a very efficient incinerator, but it really does not need to be like that. People earning ordinary salaries really can go racing without bankrupting themselves. If you have £5000 to spend on buying a car and getting started, and the same again each year to cover running costs, you can certainly do it.

### The first thing to do is stop

So where do you start? The first thing to do is stop. If you are now fingering through the classified pages of Motorsport News looking for that first racing car, just get a grip on yourself and your cheque book. Unless you really know what you are looking for, don't go off like a roman candle and buy a racing car. Chances are, you'll come to regret it.

Instead, commit a little time and effort to some decent research. It really will pay dividends. From early March until well into November, there are race meetings all over the country. The best advice is to pack your woolly hat, sandwiches and flask and head off to a variety of club race meetings. Especially, look out for events run by the 750 Motor Club, the British Racing and Sports Car Club and the British Automobile Racing Club, as these clubs will be running the type of racing that should be the best choice for budding newcomers.

Spend some time looking at the cars and talking to the drivers. You'll learn a lot in a few Sundays and this will help you to avoid some of the many pitfalls that wait. Most club racers are very happy to chat, particularly if you catch them at a sensible time. Get them to introduce you to the championship co-ordinator, which most series should have, as they can also be a mine of good information. It should help you decide on which

category is best for you, and this will then make the car buying process less risky. Do you want to race a single-seater, a sports car or a saloon? Narrow your choice before unleashing the cheque book.

While this research is under way, you can kick off the process for gaining a race licence. This is not a difficult process, but needs some attention. The first step is to buy a 'go racing' pack from the sport's governing body, the Motor Sports Association or MSA. Inside the pack will be details of how to set about passing the mandatory test administered by the Association of Racing Drivers' Schools (ARDS). This entails a day at a racing school, a practical assessment and a written test. It's not too onerous, and most people pass first time.

Then you can apply for your first licence, which will allow you to take part in most, but not all, race series in the UK. To date, the total cost will be between £250 and £300 and you are now licensed to race.

## **Buy or hire?**

The next step is a crucial one. You can either chose to go and buy your race car, you can hire one from a number of teams who provide 'arrive and drive' facilities, or you can continue to learn, and indeed race in some instances, with one of the racing schools.

Most people will now go and buy their first racing car, or even convert a road car. Certain classes, such as Road Saloons and Mighty Minis, are perfect series for taking a road car and converting them into racers. In truth, the second-hand race-prepared cars is a buyers' market and you should have little need to rush in when making a buying choice. Always haggle and always look out for what spares come with the car. It is surprising just what you can buy for £5000 these days and if you are not too fussy about when you start racing, March can be a real bargain time.

If you are buying a single-seater, try and check out availability of parts before buying. Rare and one-off cars might be interesting, but could be a drama when it comes to finding spares. Once again, the benefit of some research at race meetings could be significant.

The category you choose and the car you buy are inextricably linked. Look for a championship that is well-established and has strong and well-organised competitor support. More than ever these days, championships can come and go, so make sure the one you choose is here to stay. A

common mistake is when people get carried away with it all and get in over their heads. When choosing a first-season category, always err on the side of caution and pick something you really feel is well within financial range. You'll have plenty of time to overspend at a higher level in subsequent seasons.

More unavoidable expense is in joining the club that runs the category you have chosen. Expect to pay around £100 for racing membership of whichever club is relevant. Then comes race wear, which is a vital expense and might just become very important to you if things go badly wrong. Good quality racewear is a sound investment and the best advice is to go for the best that you can afford. Around £300 should get you started, but you could spend far more.

So, you have a licence, a car, race wear and a championship in which to compete. You're now ready to enter your first race!

## **Five of the best**

There are plenty of categories that are ideally suited to racing newcomers. These are just five of the ones worth considering when deciding where to start.

### **Super Coupe Cup**

Run by the BRSCC, the Super Coupe Cup is a first class mop-up category for cars formerly raced in manufacturer-backed one-make championships. Eight different models are now catered for, and two races per meeting are standard to accommodate the entry.

The smaller cars are the best bargains, with VW Polos, Honda CRXs, Renault 5GTs and Rover 216GTis all commonly available from around £3000. The racing is close, competitive and perfect for learning, with slick racing tyres throughout. Additionally, if you want to move up, the series is also home to Vauxhall Vectras, Proton Coupes, VW Ventos and Rover Turbos.

### **MG Clubmans**

If you fancy something with decent performance, bags of grip and no roof, MG Clubmans has lots to offer. The class run by the Clubmans Register is for front-engined sports-racers with sealed 1600cc K Series

engines, along with slick racing tyres and rear wings.

The cars are great fun to drive and give a lot more user satisfaction than road-based saloons. Yet the costs are not excessive and depreciation on cars is modest, as the series just runs and runs. Good cars can be bought for up to £10,000 and you get a lot of fun for your money, as well as one of the friendliest categories of them all.

## **Mighty Minis**

Cars don't come a lot cheaper than the 1.3 Mini Cooper these days and the race series run by the BRSCC for them in virtually standard trim has boomed in recent times. The concept is simple. Take the road car, add the required safety equipment and go racing with a horde of identical cars.

Donor cars can be bought for as little as £1000 and a conversion kit is available for around £2000. With tightly controlled regulations, that's about it as far as expenditure is concerned. Running costs are equally sensible and bags of close racing from strong grids is the obvious result.

## **Locost**

Based on Ron Champion's book about how to build a sportscar for £250, the Locost series run by the 750 Motor Club has enjoyed an explosion in support over the last couple of seasons. Loads of cars are now racing in the championship, with more to come.

The two-seater front-engined cars are akin to a Caterham in appearance and self-built cars are positively encouraged, using the book as the bible. Add in a production engine within carefully defined limits and this could just be the cheapest starter category of the lot, particularly if you have enough mechanical understanding to tackle the initial build.

## **Road Saloons**

Take a production road car; add the requisite safety equipment and you have a Road Saloon racer for the championship run by the British Racing and Sports Car Club. Now established for more than 20 years, the Road Saloon principal requires that cars be driven to and from the circuit, which has the added benefit of keeping a firm hand on driving standards!

Hot hatchbacks are the most common choice, with Hondas and Golfs being amongst the most popular. Road legal tyres are mandatory and a

close check is kept on permitted developments.

## **The track day alternative**

If going straight out onto a race circuit in the company of 30 homicidal maniacs worries you, there is another way to learn about driving on a race track. The track day industry is enjoying an absolute boom as drivers of all sorts of cars take the opportunity to drive without the every day worries of congestion and speed cameras.

Track days are now happening at just about every UK track and many airfield type venues. Many are on weekdays as circuit availability is often restricted at weekend and many thousands of drivers are taking part.

The concept is simple. The organisers hire the circuit for the day and away you go. Safety and control of driving standards are paramount and the industry body, the Association of Track Day Organisers (ATDO) has a set of minimum standards to which its members adhere.

Days are often broken down into sessions to suit all levels of experience and car performance and offer a perfect way of learning and developing without the added pressure of racing. Then, if you choose to progress into racing, many important lessons will already be under your belt. A further benefit is that you can tackle a track day in just about any car, so you don't need to buy a racer to get onto the circuit; your road car will probably suffice.

Many track day organisers can offer coaching and tuition to help you improve your skills and it is amazing how many new additions to the ranks of weekend racers have come up through track day driving. Why not give it a try?

## **Useful contacts**

Motor Sports Association  
Tel: 01753 681736  
[www.msauk.org](http://www.msauk.org)

British Automobile Racing Club  
Tel: 01264 882200  
[www.barc.net](http://www.barc.net)

**Paul Lawrence**

*Reproduced from an original article for Motorsport News.*



*Dr Charles Marriott*

## Other Events

What happens if you are not particularly keen on Motorsport but you still want to join the Club or come along with a friend?

Well, good news! The Committee try their best to produce something for everyone.

In the winter months there are numerous club nights when we have film/video shows, an invited speaker, scalextric racing or skittles challenge matches with other Clubs.

In the summer months there are driving tests, treasure hunts and gymkhanas always ending up at a local hostelry or sometimes with a barbecue.

Throughout the year we also arrange visits to car shows, car manufacturers, motor museums and the occasional brewery.

These social events are all great fun and invariably well supported – why not come and try them out?

### Associated Clubs

The Club is a member of the following groups:

- Association of Midland Motor Clubs
- Association of South West Motor Clubs
- Association of West Midland Motor Clubs
- Cotswold Motor Sports Group

This means that you are able to enter any event to which these groups have been invited provided you have the necessary qualifications and licences. However, any event, which is a 'closed to club' or co-promoted with any Clubs in the Cotswold MSGCC will only require you to show your Club membership card.

The Cotswold MSGCC meets on the last Tuesday of every month at Cheltenham Motor Club Upper Park Street, Cheltenham, Glos, GL53 9EG, and exists to allow local clubs to liase and discuss motor sport issues in the local area.

Member clubs are:

|                       |                      |                      |
|-----------------------|----------------------|----------------------|
| Cheltenham Motor Club | Forest of Dean MC    | Ross & District MC   |
| Coventry & Warks MC   | Forresters CC        | Stroud & District MC |
| Craven Motor Club     | Herefordshire MC Ltd | EMCOS                |
| Dolphin MC (Newbury)  | Kidderminster MCC    | White Horse MC       |
| Dowty Motor Club      | Ludlow Castle MC     | Witney Motor Club    |
| Oxford Motor Club     | Weston-s-Mare MC Ltd | Bath Motor Club      |