



Who are MGs On Track?

- We are a branch of the MG car Club.
- We welcome all MGs and in some instances owners of compatible makes.
- We are all volunteers with currently 13 members on the committee. We are none profit making.
- We hire circuits, or buy sessions on someone else's track day. Full safety cover is provided as part of these 'packages'.
- We hire instructors and schedule and sell instruction slots to our participating members.
- We hold a stock of helmets to rent out to beginners so they can "try before they buy".
- We supply all the consumables such as wristbands, number stickers that are needed to run the day.
- **We supply the complete package; all you need to do is turn up with your MG!**



What is a Trackday?

- A track day is nothing to do with racing.
- There is no timing involved, in fact it is expressly banned as it invalidates our insurance.
- We have a very strict track etiquette:
 - Only overtake on the straights.
 - Overtaking is on one side only (circuit dependant).
 - Only overtake with the consent of the car in front.
 - No 'monsterring' of the car in front.
- We all love our cars but want to drive them the way they were designed to do.
- We want to keep our licences!
- We want to drive home in our cars at the end of the day.
- We are a very sociable bunch, plenty of people to chat to in the paddock, all with shared interests.
- **It is very easy to get hooked!**



How do I get started?

- You don't need anything special, just a well maintained roadworthy car.
- We have all types participating, from standard MGAs and Midgets to tuned BGT V8s.
- Any age, although grey hair does predominate!
- Like many other Centres and Registers, we are working hard to attract younger members to the club.
- The majority of our days run is sessions, so you will be running with cars of similar performance and drivers of similar experience to yourself.
- If you don't want to start with a full blown trackday, try an 'Experience day' at North Weald.



Get to know your car

A great way to 'test the water' is to take part in our experience day at North Weald airfield; it has large areas of tarmac with no Armco barriers so plenty of space to test the limits of your car and to hone your driving skills.

- The first exercise is the 'Fast Bend'.
- Set out with a cone to denote the start of the bend and a drain that is the 'wall' you are trying to avoid.
- On each run, increase your speed while keeping control of your car – most of the time!
- Very relevant to an emergency in real life.



Starting the run



Approaching the bend



Smoothly round the bend



Straighten up



Perfectly following the 'wall' (AKA drain!)



This does not always work out



Lots of smoke but no dents!



After the fast bend

- After the first exercise we have timed runs round courses marked out by cones.
- One car runs at a time so no risk involved.
- This is the one event where we are allowed to time the runs.
- A bit of friendly competition, particularly when father and son/daughter are sharing the driving.

















So you now want to try a track day

- Car preparation is important as your car will be more stressed than during your normal everyday driving.
- Alan Wilshire is an experienced race driver, instructor and track day organiser.
- In the following clip he talks about the points you should check on your car before going out on track:



MGs on Track presents
car preparation with Alan Wilshire



How the day runs

- It is usually an early start (Sorry!) as you need to be at the circuit between 7.30 and 8.00 to sign on.
- Once there you hand over a signed indemnity form, your licence is checked and you get a wristband to confirm you have signed in.
- You also get a number sticker to identify your car and a coloured square to show which session you are in.
- Where noise testing is required you then drive to the test area where your exhaust noise level is measured.
- Briefing is usually around 8.30 and covers all you need to know to safely drive on the circuit.
- Track action starts with 2 or 3 sighting laps for each session, following an instructor car in 'ducks and drakes' style.
- Remaining sessions run at the same time past the hour, 15 or 20 mins at a time.



Briefing: what you need to know

- Circuit specific information, usually includes a corner by corner description of the track.
- Flag signals or lights, standard at all circuits.
- Overtaking – which side? Depends on the pit lane exit.
- Reinforce the overtaking rules.
- Reinforce the 'no timing' rule.
- Helmets, open face or full face.
- Housekeeping such as where to refuel, pick up instructors etc.

The clip that follows covers the running of a day at Silverstone:



MGs on Track presents

Anatomy of a track day



And now the adverts.....



2016 TRACK DAYS

The 2016 season is currently as follows

- Snetterton Mon 23rd May - SOLD OUT
- Castle Combe Mon 20th June - SOLD OUT
- Croft Fri 1st July
- Blyton Park Sat 16th July
- Hethel Sat 30th July
- Brands Hatch GP Thurs 25th Aug
- Castle Combe Mon 12th Sept
- Anglesey Friday 30th Sept
- Goodwood Mon 31st Oct
- Oulton Park Fri 18th Nov
- Brands Hatch Mon 5th Dec
- For bookings go to www.mgs-on-track.com. Please note that you need to be registered on the website to make a booking, registering is free. Visit our website regularly for updates as we often add additional dates throughout the season.
- Spectators are welcome at any of our track days, admission is free to all venues.

Blyton Park Circuit

- Blyton is a few miles north of Lincoln, a bit of a trek for us southerners but well worthwhile.
- At 1.5 miles it is a bit longer than Brands Indy circuit, but with 9 challenging corners.
- MGoT visiting on 16th July, sharing the day with Mazda on Track. Only 20 places.



