

## BMFA BUCKMINSTER RACEWAY MEETING 8/9<sup>th</sup> AUGUST 2020.

Thanks to Manny Williamson and the BMFA, we were permitted to hold an inaugural, Covid regulations compliant meeting over the weekend of 8<sup>th</sup> and 9<sup>th</sup> August, which provided some very hot weather conditions in which to run our tethered cars.

Attendance was limited to 30 per day, and we actually had 18 in total on Saturday and 27 on Sunday including partners, with 18 of these running or attempting to run their cars, and others content to spectate and soak up the atmosphere of diesel and glow fuel fumes and interesting sights and sounds from the track, which was in fairly constant use. £311 for the track building fund was raised from donations, and non-season ticket holders paid £72 to the BMFA in day ticket fees.



The image above right shows the pits area early on the Saturday morning, with tables already set out for early arrivals and all of those attending to run cars, placed at least 2m spacing apart to keep to strict social distancing.



This image shows Alex Phin enjoying a rare quiet moment at this time, with some of the latest, newer prototype chassis parts for his imminent 2.5cc car kit on display together with two cars built on the very first prototypes, a Vanwall by John Goodall and a Ferrari by Steve Betney, and the handsome Redfin Trophy which will be presented for the 2021 season for twinshaft cars built using Redfin twinshaft engines (full rules to be published later).

A wide range of car types was run, from small scale cars and prop driven aircars through to larger vintage American cars and some vintage FEMA racing cars, and the track surface proved to be very suitable for all, but a bit dusty in places due to the hot weather spell. Olly Monk was the race organiser, and he had brought along his own super new electronic timing system which proved to be very simple and reliable to use, and Alex Phin was the contest director. The brunt of the frequent tether cable changing because of the different car size and types being run, and the horsing of these from the centre pylon up to running speed was done by Olly and Aaron Monk and Neil Tricker, and very smooth work they made of it in the hot conditions, great thanks from all of those present for this.

The purpose of the weekend was not to run strict racing class events, but to give all of us who had not had a chance to visit and use the track before the safety fence works were completed to run our various cars, whilst getting out away from home to a safe and favourite destination for the first time in many months for some of us, now that accommodation in the Buckminster area is beginning to become available again.

A fun “Nominated speed” event was run, which involved each car entered to have its estimated speed (to be timed over an 8 lap/500m run) nominated to the organiser (after earlier testing in the track), then the actual speed achieved in the event is compared with this, and the smallest kph difference is the winner. The results were as follows (all speeds in kph):

Name	Class	Nominated Speed	Actual speed	Difference	Position
Martin Coe	2.5cc	124	124.34	0.34	1
Martin Coe	2.5cc A Car	112	110.79	1.81	2
David Giles	3B (3.5cc)	178	180.58	2.58	3
Neil Tricker	2.5cc	53	49.66	3.34	4
Jan Hunning	2.5cc	120	113.97	6.03	5
Peter Hughes	1.5cc	54	44.24	9.76	6
Richard Phillips	2.5cc A Car	55	66.28	11.28	7

12 car entered 5 did not record a time.

A pictorial record is usually more appreciated than a lot of verbiage, so here are a few of the images taken by several attendees who have kindly supplied them:



*Andy Hobbins watches a very busy John Goodall.*



*Stuart and Heather Robinson in the pits.*



*Richard Phillips holds his Galeota Speedster vintage aircar with Manny Williamson looking on.*



*Jan Huning's Russian School 2.5cc with a McCoy 10cc Borden teardrop alongside for size*



*Borden Teardrop innards.*



*Jan Huning's Oliver 2 - 5 75mph car with Olly Monk's Rossi 40 powered 120mph Dooling Arrow.*

A great weekend for all attendees, and a successful start to what we hope will be very many years to come for us to be able to run our vintage and faster cars on a good track which will be well maintained by the valiant BMFA Buckminster Volunteers.



*A tranquil track before setting up for the busy weekend.*