

Bernie's Sports Racing & V8s

December 2018 driver survey –

RESULTS



We put the survey questionnaire out to the 750 motor Club's list of competitors in our series, Andy Lambert's SR> list and Marcus Bicknell's list of big bore racing friends, probably about 120 in total.

63 drivers responded, a smaller return than the 75% achieved by the 750MC normally and by Marcus for a new saloon racing club based at Brands hatch two weeks ago. 63 responses is a good figure when compared to the 20-25 or so cars we get on typical grids. We can therefore consider the poll to be valid and it should influence decisions of the club.

Q1 Remind us about your relevant car please

a) Manufacturer and model

TVR	11
MGB V8	8
Ford Mustang	7
Ascar or Eurocar spaceframe	5
Cobra, RAM or Dax Tojiero	4
BMW	2
Chevrolet Camaro	2
Chevrolet Corvette	2
Crosslé 9S	2
Ford Escort Mk1 Mexico	2
Ford GT40	2
Porsche	2
Ford Falcon or Galaxie	2
Jaguar or RAM D-Type	2
Aston Martin V8	1
Ford Model A Hot Rod	1
Ginetta	1
Kurtis	1
Lola T70 Mk3B	1
Lotus XI	1
Pontiac TransAm	1
Rover SD1 Thunder	1
Toyota	1
Triumph	1
Veeteor LS Seven	1

Good to see so many of the TVRs (11) and MGB V8s (8) participating in the survey, 19 in total. A wide variety of muscle cars are also represented, about 30 of them. Certainly the owners of the Big Cars dominate the survey.

b) Number of cylinders

75% of respondents have 8 cylinder machines. Otherwise 14% 6 cylinders, and 11% 4 cylinders. Oh, and a lone sophisticated 12-cylinder 1989 Jaguar.

c) Engine power in bhp

Engine power	No of respondents
Over 500 bhp	11
Over 400 bhp	15
Over 300 bhp	11
Over 200 bhp	13
Less than 200 bhp	5

55 people answered this question. 37 of them (67%) have engines which deliver more than 300 bhp.

d) Minimum weight in kgs of the car including engine fluids and petrol at the end of a race but without driver

There was a spread of car weights up the range from 920 kg (TVR Chimaera) to 1750 kg (the Ford Galaxie). Nothing could be learnt for the purpose of this survey results summary but the figures are available for inspection by the series organisers and validation of the power-to-weight ratio classes if needed.

e) Year of manufacture

Year of manufacture varies from 1955 to 2005 with little to learn across the survey as a whole.

f) Is the car "original", i.e. chassis, body shape, engine position as in period?

Every respondent answered YES except two for example “Yes, apart from roll cage, brakes and subframe connectors”. This indicates that spaceframe cars and replicas are considered by their owners as “original”. Quite right.

g) If so, do you have FIA paperwork / a Historic Technical Passport?

Every respondent but three answered NO. This is unsurprising but confirms that our series attracts historic and classic cars whose owners choose not to go to the bother of modifying their car to conform to regs (typically HSCC) and getting the Historic Technical Passport.

h) Is the car a replica or spaceframe silhouette? What is the date of original car type on which it is modelled?

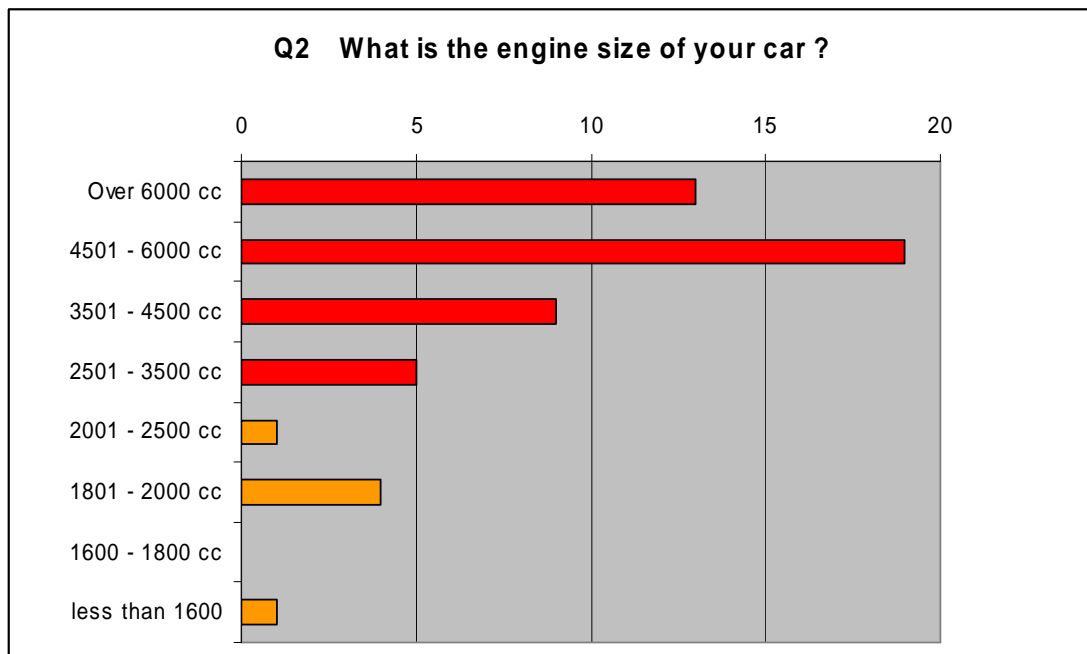
The vast majority said NO. Otherwise, respondents tended to give details of the car and date. Spaceframe race cars like the V8 Ascar types and RAMs are considered by their owners not to be a “replica or spaceframe silhouette”.

i) Have you raced with us before (once or twice/from time to time/ often/ less nowadays?)

Often	32
From time to time	13
No	8
Less nowadays	8
Not yet	4
Once or twice	4

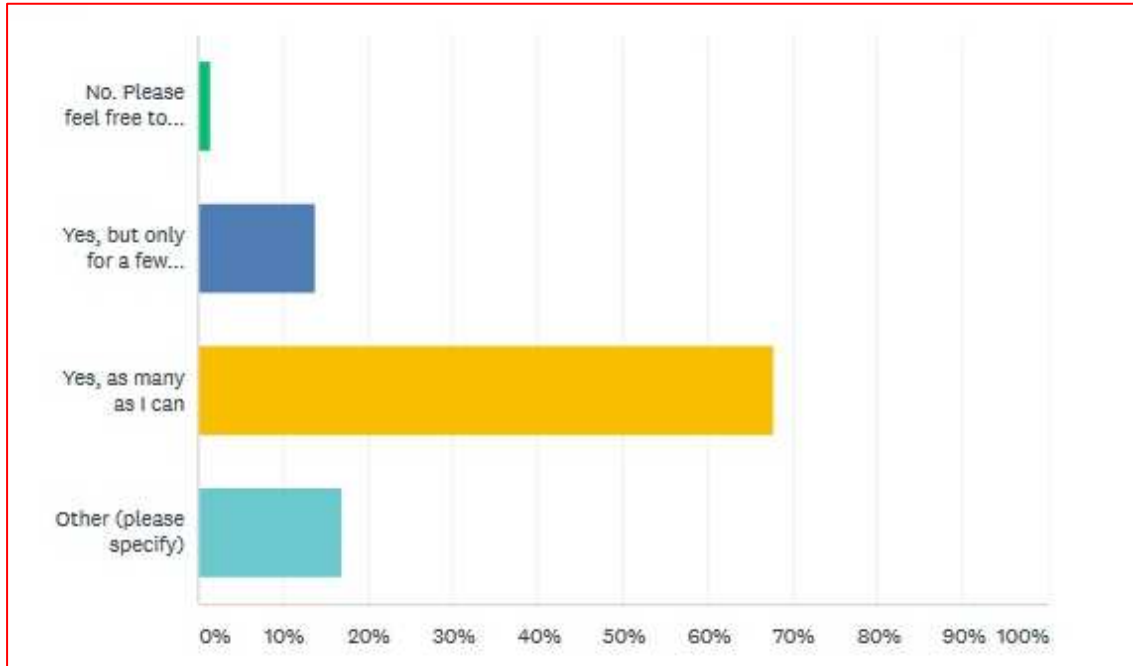
We thank the faithful participants in the series, 45 of them (75%), for their continued support. It's interesting and pleasing that 20 drivers who are not particularly committed to the series nonetheless responded to the survey. And there are 4 drivers ("not yet") who plan to race with us in 2019.

Q2 What is the cubic capacity of your car?



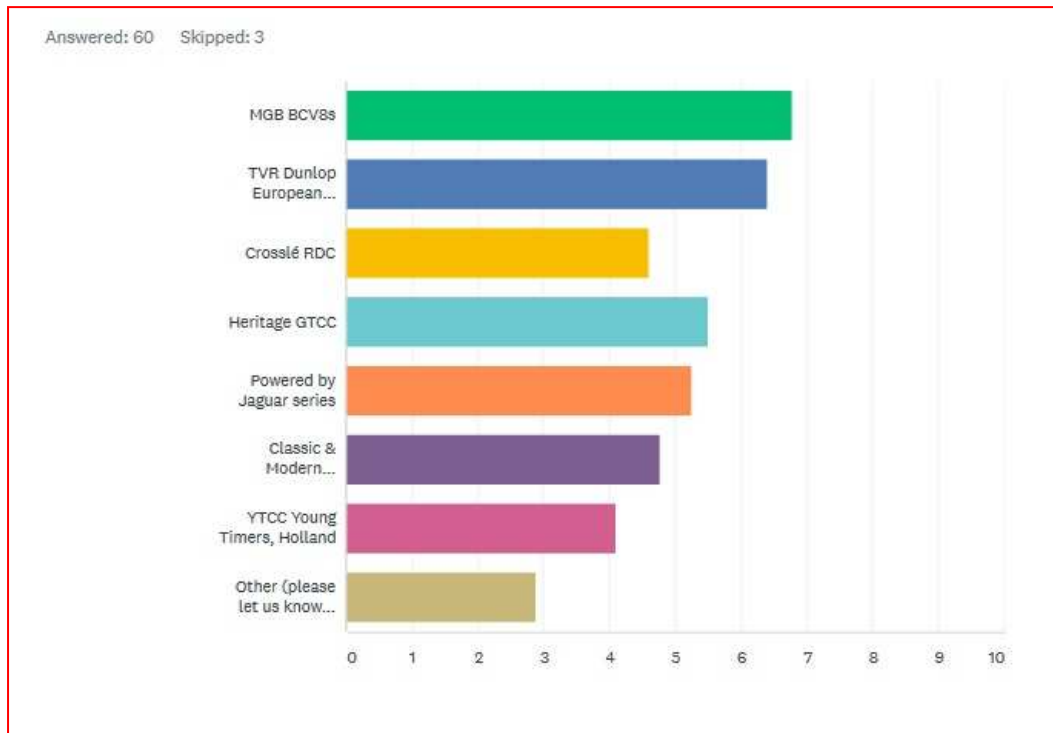
Well that's a result! 46 of our respondents have engines bigger than 2.5 litres and 32 are above 4.5 litres. Here come the big cars!

Q3 With the simplified regulations, more "event" weekends including continental invitations and continued stewardship by the 750 Motor Club, are you interested in racing with us in 2019?



Over 80% of respondents, that's 48 drivers, want to race with us this year, the bulk of them at as many meetings as they can. Good result for us.

Q4 Knowing that we need to keep grid numbers up, we invite competitors from other clubs to join us. Which do you like racing with? Mark each club in order of preference (1 is your favourite).



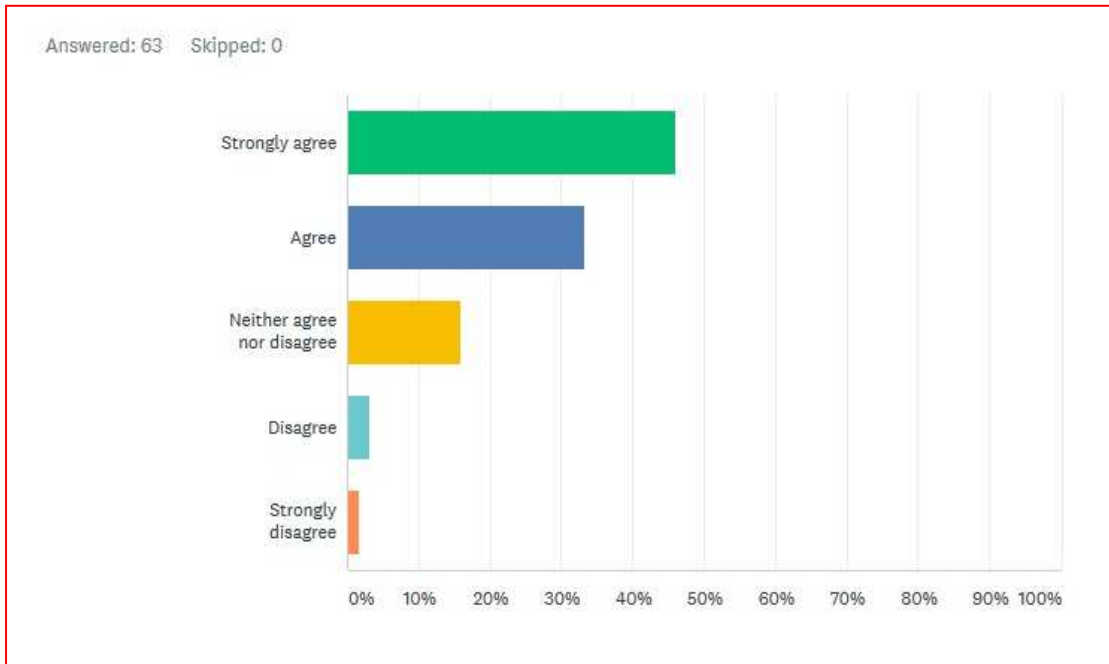
The bar chart above shows the preferences established by Survey Monkey's default statistics engine. Because the respondent can list up to 8 other series in order of preference, a weighting is given to each to come up with the results above. As a result, the figures are banalised by being brought closer to each other than maybe the respondents' intentions.

See also the responses to Question 6 below, "With which other series do you race your car, in order of preference?"

Q5 Our series combines classic V8 and muscle cars with replica sports and GTs on the same grid, all of them evoking a previous era of motor sport. Is this a heaven-sent formula?

79% of respondents agree. Well, the spin on the question being so self-serving, why wouldn't they? I wrote the question so I am permitted to make this self-effacing and tongue-in-cheek remark.

It's about the same positive response as the number of drivers saying they'll race with us in 2019 (80%).



Q6 With which other series do you race your car, in order of preference?

Respondents could list several series but I had not automated the Survey Monkey assessment. The results are heavily weighted to MGB V8s and TVRs, half the total response. Crosslés represent 5% (3 out of 60 respondents). Several drivers race with the new Classic & Modern Motorsport Club (taking over the saloon series from the BARC Southeast); this seems high at 9 out of 60 and shows that some BMWs and other saloons will be tempted to come out with us since we dropped the emphasis on V8s.

MGB BCV8s	19
TVR Dunlop European Challenge	13
Heritage GTCC	6
Powered by Jaguar series	3
Classic & Modern Motorsport Club	9
Crosslé RDC	3
YTCC Young Timers, Holland	4

Q7 What are the circuits or events which really get you excited?

Brands GP and Spa are the respondents favourite circuits, 30 and 29 votes respectively, followed by Donington Park and the Silverstone GP circuit. We like those long straights *n'est-ce pas?* 16 people listed the American Speedfest as a favourite, even though we had not offered an individual meeting as a valid response.

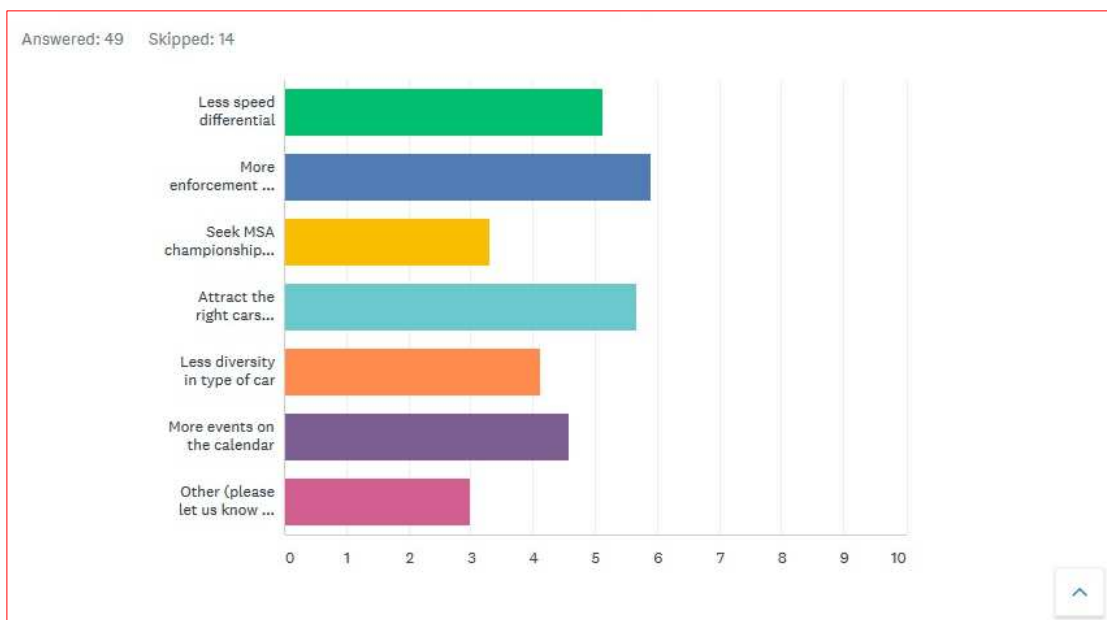
Adam Chodosh, Andy Lambert and Marcus Bicknell are making the effort to secure invitations to further races on the continent, **in green below**, in 2019 in addition to Spa. Bless the enthusiasts who responded “all”... they just love racing, anywhere.

Brands GP	30
Spa	29
Donington Park	20
Silverstone GP	17
American Speedfest	16
Brands Indy	15
Oulton Park	14
Silverstone National	12
All	10
Cadwell Park	10
Anglesey	7
Snetterton (all)	7
Zandvoort	7
Croft	4
Dijon	3
Nurburgring	3
Hockenheim	2
Thruxton	2
Goodwood	2

One vote each for **Charade, Croix-en-Ternois, Le Mans Bugatti, Pau, Portimao, Zolder**, USA circuits, Lydden Hill, Pembrey, Laguna Seca. Respondents could list as many circuits as they liked, so 220 votes were cast.

Q8 What would encourage you to come out and race with Bernie's Sports Racing & V8s? Rank them in order of importance to you, 1 being the most important. If it's not an issue, leave it empty.

The Survey Monkey calculations, taking all the respondents' answers down the ranking into account, show "More enforcement of driving standards" and "Attract the right cars" out in front at about 60% with the other issues between 30 and 50%. If however we look at the issues which respondents name as their number one priority, then "More enforcement of driving standards" is the top issue for 18 drivers and a priority between 2 and 6 for 15 other drivers. Only 49 respondents chose to answer this question, so that's 70% of drivers who think it's an issue. Your club organisers will keep the pressure on organising club (usually the 750MC) and clerks of the course to apply the penalties in the blue book.



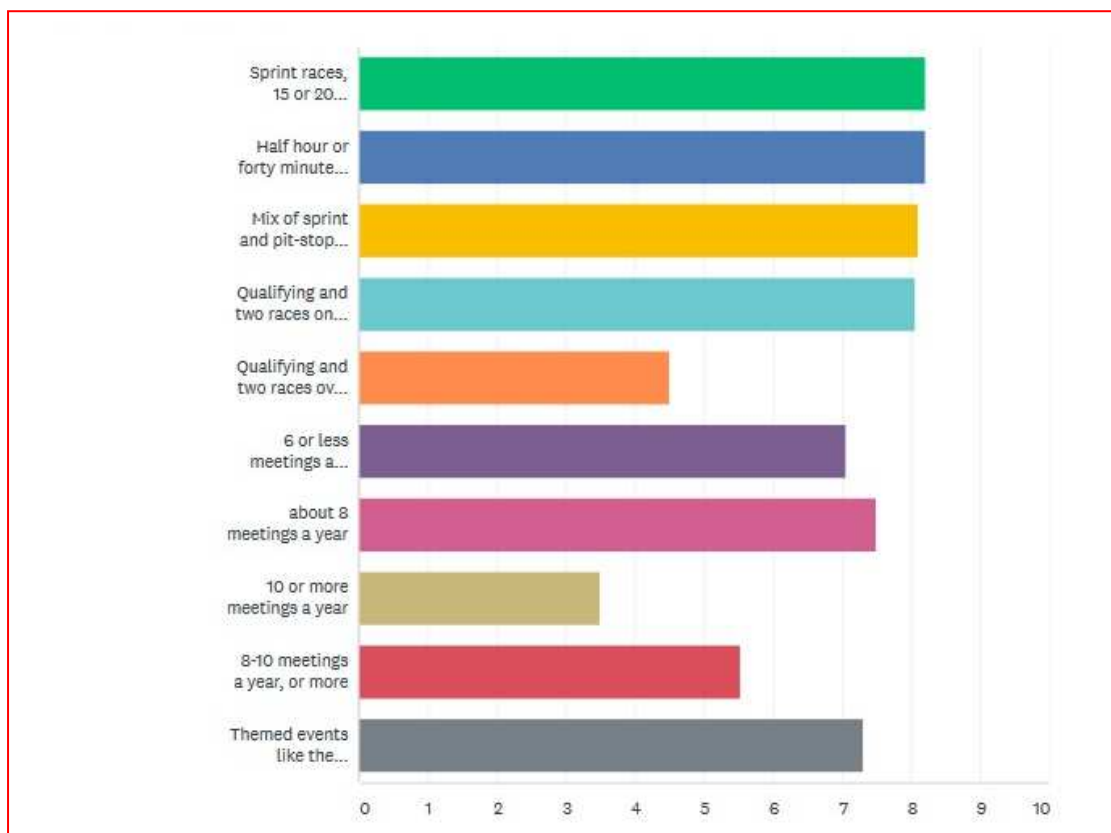
"Attract the right cars" drops on this method from equal top to 4th with just 4 voices saying it's the most important, same as "less diversity in type of car". 7 respondents said "less speed differential" is their most important issue. These three are related and we continue to make the effort to increase the numbers on the grid from the core of the formula.

Respondent's number 1 priority:	
More enforcement of driving standards	18
More events on the calendar	9
Less speed differential	7
Attract the right cars (tell us separately which, please)	4
Less diversity in type of car	4
Other (please let us know by email separately)	3
Seek MSA championship status	2

Q9 What format racing, race lengths, how many days in a meeting, how many meetings a year? Rank them from 1 to 7, 1 being the most important to you and 7 the least important.

The Survey Monkey default method shows flat results, i.e. many of the answers have about the same number of votes. An equal number of respondents voted for a) Sprint races, 15 or 20 minutes, b) Half hour or forty minute races, one or two drivers, obligatory pit stop, or c) Mix of sprint and pit-stop races across the year. Even split.

Nearly twice as many respondents like qualifying and two races on one day (as against over two days). For the number of meetings in the year, the answers point to 8 meetings as being preferred by the most. That 73% in favour of themed events is an accolade for the American Speedfest and echoes the high number of people who said the American Speedfest is their favourite circuit, question 7 above.



When we look at the issues here which respondents marked as their most important issue, there are some differences in the results. See next page.

Q9 continued

Number of respondents who made this issue their number one

Half hour or forty minute races, one or two drivers, obligatory pit stop	17
Sprint races, 15 or 20 minutes	16
Qualifying and two races on one day (as against over two days)	11
Mix of sprint and pit-stop races across the year	8
Themed events like the American Speedfest at Brands, maybe at other circuits	8
6 or less meetings a year, as against 8 to 10 meetings a year	3
Qualifying and two races over two days	0
about 8 meetings a year	0
10 or more meetings a year	0
8-10 meetings a year, or more	0

Respondents clearly want to say, right up front, whether they want longer races or shorter. They both come out about equal, 17 and 16 votes. Only 8 respondents bothered to use their number 1 vote for “Mix of sprint and pit-stop races across the year”.

11 people, however, used their number one vote to show favour for “Qualifying and two races on one day (as against over two days)” which does reflect the results of the Survey Monkey methodology (coloured bar chart on previous page).

8 people through the most important vote they could cast here was for “Themed Events like the American Speedfest”. We will make sure to encourage MSV to do more of these, and when they exist (Ford Power Live, Festival Italia and the Deutsche Fest) and to take the American theme to other circuits of theirs.

Available data are 1) the online results from Survey Monkey (relayed into this document) and 2) Excel spreadsheet giving further detail of the preferences expressed.

Results compiled by Survey Monkey and Marcus Bicknell 2 January 2019