



The Marshal's Post



The Editor's post

With a blink of an eye, it's already June and the 2023 season is in full swing, the on-track action has been coming thick and fast and there's been plenty of opportunity for cliché and adages to ring true. 'Don't judge a book by its cover' 'Better late than never' I could go on. The thing is some of them have struck a particularly pertinent chord lately and have been showing their value.

Straight off the bat, I'll leave it up to you to find the obvious application for 'if it ain't broke don't fix it' (insert your own relevant comment here!).

At any motorsport event incidents are an ever-present possibility, 'better safe than sorry', has come to the fore. Safety is extremely important in our sport; the inherent risks are obvious but unfortunately can be all too easily overlooked and the result is usually not pretty. As is often the case it takes a single moment to pull sharp focus on our safety, many of you have no doubt already seen the article from our National Chair about the subject and our Regional Chair will also speak about it in this very issue. When push comes to shove, you, me, and the person standing next to us on post are all volunteers, we turn up in orange to take part and do our bit because we love motorsport and as such it is critically important that we do not do anything that we are not happy to do. We should never be placed in a situation where we feel forced or obliged to get involved with an action that could place us directly at risk or that we do not feel comfortable doing. Do not be afraid to say no, it is perfectly acceptable to not want to do something and any good post chief would agree and want you to speak up. As I have already alluded the subject of safety is on the mind of our chair so I will leave my musings on the subject and move on.



It is often said that ‘the best things in life are free’. I’m not fully convinced that this is completely accurate (my kids, for example, cost me a fortune!) However, there is a kernel of truth in there and I was reminded of this recently as I walked past the scores of paying spectators eagerly queuing at the ambulance gate for the rarefied chance of being allowed into the pitlane to see Vale. Now I always enjoy extolling the virtues of becoming a marshal but never more so than when we can demonstrate so graphically it’s benefits. It was with this in mind that I took the opportunity to do a little plugging as, with a collection of taster day marshals, we breezed past the crowds and over to the pitlane to rub shoulders with some of the biggest names in our sport! We are wonderfully privileged when we pull on our kit and I am, regrettably, often left with the impression that there are a small number of us that forget this or choose to overlook it. We should never take what we as marshals have for granted and likewise neither should the marshals be taken for granted.

Finally, ‘you’re never too old to learn’, a saying I’m sure everyone will agree with I know I certainly do. I had the pleasure of spending a day with the team in race control to research the article later in this edition and it was an eye-opening day. We all have our preconceived ideas about what goes on in the control tower, but the reality was very different from what I expected, illuminating and educational. More on that later.

We populate a sport that is riddled with hyperbole and cliched sayings and that’s often because they’re demonstrably true!

As always,
stay safe and I’ll see you trackside!
Si Lloyd



SE Chairman’s scribblings

To those of you reading this for the first time, we thank you for joining and hope you are settling in to your role as a marshal and you are enjoying some good racing. For those who have read my scribbling before, please let us know your thoughts, it is your newsletter and feedback is always welcome.

I do have to raise the question for my musings this month about our safety as marshals. Now we know what we do is dangerous, as the signs around the circuit tell us this, but BMMC and the South East committee wish to get you “closer to the action safely”. This means we all need to play our part by using all safety fencing that is provided and with good coverage with flags at incidents with use of the lights in some series.

We have seen from the press recently the tragic stories of Craig Breen losing his life while testing WRC, -the Porsche that ended up in the seated area of the grandstand in Portugal or the marshal injured at Goodwood, trying to right a car on its side. Thankfully, in the latter incident no one was hurt seriously.

As a Club, we have vigorously campaigned to Motorsport UK for the continued use of flags, **with lights being supplementary as per current Blue Book regulations**. We have now reached a point, that as Regional Chair, the continued use of lights only for certain series being seen as a “trial”, is causing me to be incredibly concerned about your safety at these events, especially if flags are not being used and light panels, whilst are highly visible, don't work as well in some areas of the circuits due to their current positioning. In some cases, it's been reported that Post Chiefs are requesting Flag Marshals not to use the flags having interpreted final instructions. Behaving this way is not what we expect of anyone and we “Race with Respect” and that includes to each other.



With your safety in mind at lights only meetings, I would urge extreme caution before entering the circuit, if it is still live, and not to enter until cars have slowed significantly or there is a red flag again with significantly slowed cars. This is what we all train for as Marshals, to be emotive with flags, and

the skill of being able to read a race if on the blue. For those of you who are flag marshals, please do not get despondent and we fully support you in continuing the use of flags and supporting in the use of lights.

I would be happy to hear from anyone who is concerned about the issues I raise. You can also speak to any of the committee members in confidence. Alternatively, you can make contact with Motorsport UK and use their Race with Respect reporting process.

With all the above, we are all judged by our actions, and our actions are on the social media networks before you have even got back to Post after an incident. Please remember, we are in the public eye for what we do and what we say so, please ensure you continue to act as the professional volunteers that you are, and uphold the standards where we are seen to be the best around the world.

In other news as a region we continue to grow and we have good healthy taster day numbers. After each taster day I write to prospective marshal and the feedback is

always positive and complimentary on how they have been made to feel welcome on post.

Thanks go to Mark Manley and his team, for their input and to all of you reading this if you have supported our taster day marshals recently.

Don't forget to add to your diary the electric and Hybrid awareness session we are running via zoom. We have already sent out a mail shot regarding this date, but if you have missed this do drop our regional training officer an email to put your name down.

Stay safe, always watch the traffic and always learn something new.

Andy Bumstead

Inside race control



It's a beautiful day, the coffee machine is already going and the smell of fresh patisserie fills the air-conditioned office. Admit it, we've all thought that's what it's like. The lofty ivory tower of comfort that presides over each weekend, barking unreasonable demands without empathy for our situation. In reality, race control is an extremely busy environment that has so many streams of information coming in it can be a real challenge to concentrate and follow what is going on.

You think you know race control? Think Again. Despite common belief the team in race control are nearly all signed on and in the building as we are collecting our breakfast vouchers. Their day has already started with early issues, mitigation plans, timetable tweaks and briefings all being discussed and dealt with as they quickly grab their own breakfast. The small room is a hive of activity, a host of people are coming and going, the pit lane team, the CMO, various championship co-ordinators, they are collecting radios dropping off final entry list and details. It's amusing to squish back against a wall and watch the chaos unfold before you. Only it's not chaos, everyone knows what

they're doing, knows where they are going, in fact it's almost a dance, the various uniforms and team wear proving such form and colour. The early hustle and bustle means that the time flies by and the marshals briefing is just starting, I'm not one to skip a briefing so I duly attend but only for the first half as I have an appointment to attend the headline race drivers briefing. I was very keen to sit in on this one because I'm fairly certain we've all pondered just what drivers get told when we watch the occasionally dubious antics that play out on track. I think this is a good point to highlight the person that made this article

possible, Simon Gnana-Pragasam, you may or may not have bumped into him at one of the MSVR various race meetings that he clerks for. Simon is the main clerk of the course for the weekends headline series, and it falls to him to conduct the drivers briefing along with the series coordinator. I can say hand on heart all the things we question were in there. Slow down for yellows, listen to marshal's instructions, don't try and win it at the first corner and the try not to be a wally, speech. I must admit that the content didn't vary hugely from the driver's briefings in kart racing that I have sat through over the years! The message however was clear and simple, drive clean, don't bin it, obey the flags, and have some great racing. My pen was scribbling notes "So they blooming'well are told!!"

Briefing done, it's time to hotfoot back to control for the start of the on track action. Now the control room is a lot calmer the main team for the day has assembled and radio checks are being conducted.



This feels like a good opportunity to introduce the main team that run race control for most MSVR events.

So, let's start with the operations team, these are the voices we hear on the radios throughout a weekend;

On race communications is Tony he is the radio contact point for all of the post chiefs and relays all the information to and from the clerks

Race control operations is Paul he is the radio contact point for rescue, medical, alpha and tango units along with track maintenance and recovery. He is also the race control camera and lights operator. I'll come back to these gentlemen in a second.

Race control logistics is run by Gill a role I had little understanding of. Gill must ensure that things are where they are supposed to be to keep the event running on time and she has a spreadsheet of the days itinerary that she is constantly updating and gives a real time extrapolation of the rest of the event. If a race starts late it is reflected in the spreadsheet and as time progresses if there are delays the schedule for upcoming races can be amended to ensure we finish on time. On this particular day everything that could go wrong did and I witnessed first-hand just how much of a challenge this role can present!

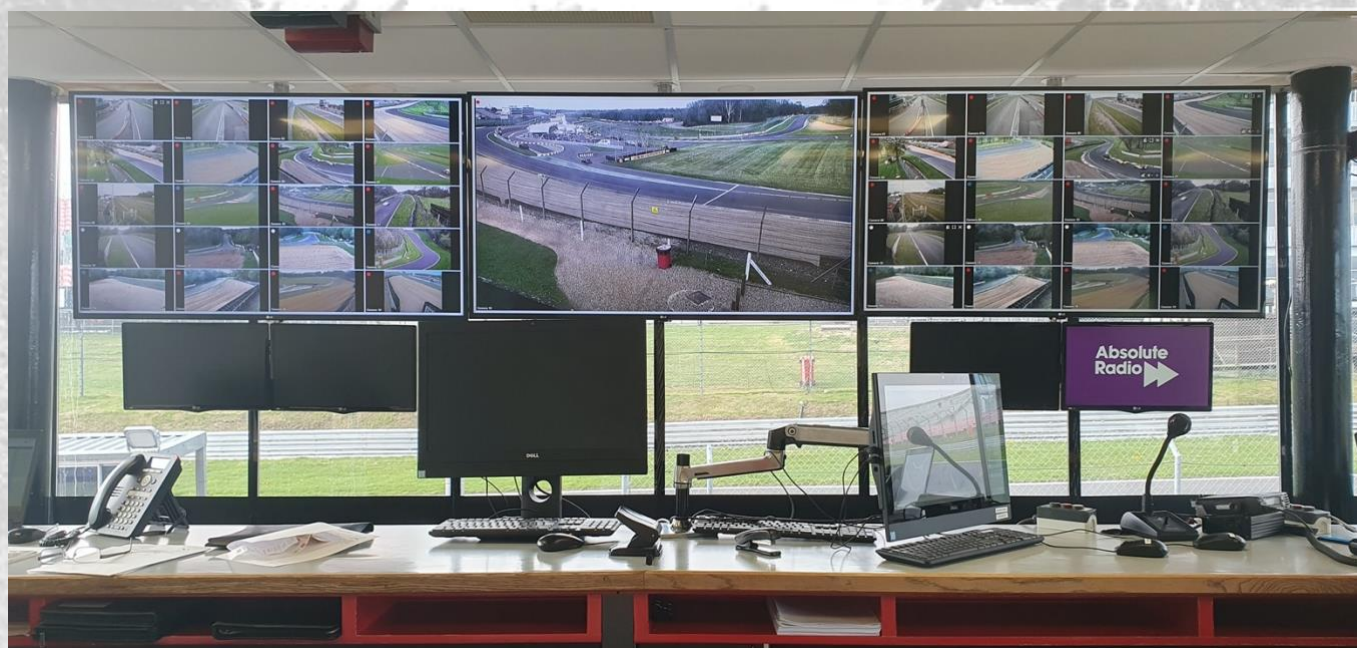
Finally, we had another Tony on track limits he was constantly monitoring the screens that display the footage from the track limit sensors around the circuit, calling them out for the race logs as they come in.

The clerks usually specialise in one or two series so on any given weekend there are several and in turn they are presided over by the Senior clerk of the course. Ian is our senior for this meeting and, generally speaking he will observe each series clerk, only stepping in if there is a request or if he feels he needs to. This ensures there is always a layer of escalation if required. The series clerks of the course this weekend are Simon, Andy, Jonathon and Gary with Lewis as assistant clerk as he trains to become a fully-fledged clerk.

I am sure there are a few quizzical thoughts at this point. Why so many clerks? Let me explain. While the MotorsportUK Blue Book provides an overarching framework of rules each individual series has its own additional set of rules and guidelines for its unique cars and competitors and although they are all similar there are 100s of key differences. Instead of one person trying to remember and marshal all that information on the fly in high pressure situations it makes much more sense to have clerks that specialise in one or two, hence the need for a broader team.

Lastly, we have the series coordinators, this is a revolving cast that come and go as their series is out on track. They know the teams and drivers really well and provide some valuable context to what race control sees on track, for example if the same car spins several times at the same spot they know if it is a rookie who needs to be guided or a regular who needs a bit of a wording.

So, you can see, it can become really very busy in the confines of small room! As the track becomes live and the sessions commence the focus in the room ramps up and the next challenge becomes apparent. The session starts to unfold and the information starts to pour in, the post chiefs are calling in, run wide and continued, spun and continued and loose bodywork. At the same time there are track limits calls "Track limits, turn 3 car 41" The series coordinators are talking with the clerks about who is in what car and highlighting any last-minute amendments to the entry lists. Very quickly it becomes easy to see how hard it is to focus in this environment; I'm finding it tricky to keep up with everything going on so I try focusing on a single aspect. Race comms or operations, problem is, you need to stay aware of the other aspects in case you are required by other team members.



It isn't too long before race comms says calmly and loudly "Car in the gravel, dangerous position" instantly the whole room focus changes to the single point. Race ops has already pulled the camera to focus and transferred it to the main screen "OK, let's go red" the clerks decision is easily made and the session is halted but the comms however go the other way. It has become apparent the car has clumped the barriers before coming to rest so medical and maintenance are called for the driver and barrier damage respectively, now recovery are deployed there is a lot of radio chatter with the various teams involved. I can guarantee we would all underestimate how many lines of communication are running for a relatively simple incident. Let's dissect it. The post chief is relaying info as he has seen it, Medical reporting on the driver, Maintenance reporting on the barrier condition, Recovery informing that the car requires a lift and that now brings in a Tango unit. All these streams of information are pouring back to the team in the tower, it's a lot of detail to take in. The need for short, simple and concise radio messages has never been clearer! One of my personal observations from the incident was of how we can help or hinder ourselves trackside. Race control, despite the advanced cameras, has a limited view and needs us to impart the details to complete the picture. Coupled with that is the need to request what we think we need and not assume that specific assistance has been dispatched, equally don't be put out if a request is denied, there could be a good reason we are not aware of that means it isn't best for the situation. The incident is cleared and sessions resume, come lunch time careful management has delivered an only slightly truncated lunch break. At this point I can dispel another myth, I haven't seen a single coffee run! Nor were there any cakes! (Where are Kevin and Laura when you need them!)

Lunch marks the end of the practice sessions and leads us into our first race of the day. There's a lot of chatter as the cars head to the grid, calls go out and come from all over the circuit as we prep for race one. I ask if I'm the only one that gets the anxious nerves build up as we get ready for a start. "Nope" replies Simon "I get them every time!" The green flag flies and as the cars leave the grid for their green flag lap I'm struck by just how amazing the view is from race control and equally how impossible it is to appreciate when you are there working! Strangely, given the overview that the tower provides, you watch less racing than you do on post, each session blasts past in the blink of an eye.

As the race kicks off the view is even more remarkable, however once again it suddenly becomes unappreciated, as it becomes clear things haven't gone according to plan. Race comms now have several incidents coming in and now it really becomes a challenge two incidents one quite big the other relatively standard but zeroing in on which is which is a skill I didn't have time to master fortunately the decision making wasn't down to me and the call for a red flag came swifter than I managed to work out which direction I should be looking! Once again the room focuses in and the streams of information quickly disseminated into the appropriate order and both incidents are dealt with and cleared away quickly, efficiently and safely. Throughout the day the work of our orange clad colleagues was commented on not just favourably but overwhelmingly admirably, I did note, however that the positive comments were not always passed on. This is not an admonishment purely an observation the chance to convey compliments simply missed as

the situation unfolded. It did however make me feel more appreciated in my normal marshal role and hopefully my conveying it to you will do the same. In the same train of thought we have all experienced the frustrations of communication issues around the track (It must be noted that MSV are definitely not sleeping on this and are working to find a solution). If we feel frustrated, believe me, Race comms are even more so. The feeling of being helpless to assist and understand the situation unfolding on circuit was palpable, work arounds and different setups were quickly worked through to be able to help get us down on the ground precisely what we need. The team in race control really do care and do feel empathy for the teams on post, I saw it with my own eyes.

Before I knew it my day as a fly on the wall (hopefully not in the ointment!) had come to an end, the day seemed to have gone by even faster than a day on post! It had been an eye opening day that revealed a great deal about just how things operate in race control from the unenviable juggling of timetables to the unique difficulties of providing us marshals with the right support at the right time I now have a greater appreciation for the job that race control performs. I hope I have conveyed some of that here and maybe this may inspire others to spend a day in race control because I can thoroughly recommend it!

I would like to say a huge thank you to Simon and all of the race control team for both their time and hospitality on the day but also for the often thankless job they do every race weekend. Thank you!!



IRacing marshals

The rise of ESports shows no abating and within this unique arena of motorsport more and more teams are beginning to form and Team Rap are just one of those teams but this is no ordinary team, these drivers are all marshals. Here we get a chance to learn a little about those drivers, read their most recent race report and importantly we get to advertise for

more marshals to join as drivers. If you are into your sim racing and you would like to pursue that further please get in touch!

Team Rap

Driver 1 Bio

Name: Steve Webb (aka Webby)

Marshalling

Marshalling experience: 5 years

Marshalling Grade: Experienced Specialist

Favourite racing cars: Lotus 78 John Player Special (1977) and Williams FW15c (with active ride) (1992)

Favourite racing track: Brands Hatch

Favourite race meeting: Goodwood Revival

About my marshalling:

I began marshalling having been to a race day and seen the people in orange in action. I signed up for a taster day and joined the Orange Army when I became a trainee marshal. In my first year I won the BMMC (South East) Trainee Marshal of the Year Award. I have progress through the grades to now being an Experienced Specialist. Over the years I have marshalled both on track, in the pit lane and on the start line. Marshalling regularly at Brands Hatch, I also marshalled at Silverstone and Goodwood and once did Rockingham before it's demise. Marshalling has taken me abroad where I have marshalled at the Formula E in New York, GT 24 hour at the Nurburgring, Formula 1 at COTA (Circuit of the Americas) and Miami.

Quote "I get the miles in up and down the pitlane – chasing cars"

Online racing

iRacing experience: 3 years

Favourite iRacing car: BMW M4 GT3 and



Team Rap

Driver 2 Bio

Name: Darren Nunn (aka)

Marshalling

Marshalling experience: 14 years

Marshalling Grade: Experienced Track

Favourite racing cars: Anything Tintop

Favourite racing track: Nürburgring, with Brands Hatch a close second

Favourite race meeting: Any

About my marshalling: In my 14 years of marshalling, I have been to many meetings, from little clubbies to international GT's, having attended several British Grand Prix, a few US Grand Prix's, one Australian Grand Prix, followed by a 6-hour race at Bathurst, quite a few Nürburgring 24-hour races and a Le Man 24 hour as well.

Am planning to try and attend a few more Grand Prix's in the future, with Spa being a must at some point.

Quote In the immortal words of Jimmy Broadbent " Please No Punterino "

Online racing

iRacing experience: 2 years this November

Favourite iRacing car: BMW M4 GT3

Favourite iRacing track: Any road course

iRacing series: Fanatec GT3 Challenge and Ferrari GT3 Challenge

What's happening now: Now it's time for testing and practice, testing the car, trying setup's and tweaking them to our liking, practicing pitstops and driver change's, to get it dialled in ready for when we hit the tracks for race time.



Team Rap

Driver 3 Bio

Name: David Simon (aka BMXer Dave)

Marshalling

Marshalling experience: 15 years

Marshalling Grade: Track- Flagging

Favourite racing cars: Lotus 78 John Player Special (1977) and Williams FW15c (with active ride) (1992)

Favourite racing track: Croft

Favourite race meeting: Goodwood Revival

About my marshalling:

I have been a marshal for 15 years mainly marshalling Croft circuit in my home town of Darlington.

Online racing

iRacing experience: 7 years

I have been racing in Esports since 2016 when I started with an xbox controller playing Project Cars. I progressed rapidly start my own team otlracing which I competed in a number of event finals including Renault esports and the SMRS eSports World championship. Whilst driving for otlracing I was invited to drive for Team Highland racing in the Le Mans Esports qualifier at the Autosport show in 2019 in which we finished 8th overall. 2 months later I was approached by Ford eSports (Team Fordzilla) and competed in a few races for them before the team was diluted in 2021 and I left to take time out due to work commitments.

Rap iSport Racing Team - Le Mans 3 hours

Drivers: Steve Webb, Darren Nunn and welcome to new driver David Simon.

Here we go for our first endurance race of the season.

Our new driver David Simon did our qualifying run. David put in a 03.56 lap. A very good qualifying run which put Team Rap in 18th place out of 78 entries. Before the race start we had a team meeting regarding pit stops, planning to just refuel on the first stop with no tyre change.

Race start saw David holding 18th until the first corner when he got hit from the rear which sent David off track and dropping to 74th. With some impressive lap times David moved through the field to regain places and by 30 minutes into the race had got the car back to 29th only to be hit again. Luckily no damage this time but lost 6 places.

First pit stop at the hour mark, incorporated a driver change and refuelling as planned and went well. Darren set off and gained 6 places in the first 20 minutes of his stint with some good going and consistent lap times. 1 hour and 45 minutes into the race and the decision to not change tyres at the first pit stop proved detrimental as Darren was on the radio talking about lack of tyres grip. The decision was made to do tyre change and refuelling at next pit stop rather than bring him in for early tyre change. Darren really started to struggle with grip dropping to 20% rubber as he approached the pit stop. As he coming to the pit entry after a treacherous inlap the grip gave up and Darren went off into the barrier doing a large amount of damage to the front end. Darren limped into the pit lane where we had a 13 minute repair 'penalty' so we had plenty of time to refuel and change tyres whilst Steve sat itching

to go out in the car. We opted not to do an optional 4 minute repair which was another decision we would regret.

Steve set off for the final hour and the car felt good for a couple of laps. Then the brakes stopped working fully due to damage earlier which we hadn't picked up on and could have taken the optional 4 minute to repair. With every corner Steve had to adjust his driving style to cope with the reduced braking. By this stage Team Rap were holding 40th place and with 15 minutes remaining in the race had worked their way back to 34th place. Team Rap held onto this position to the finish securing a good result for their first race. Lessons were learnt about the degradation of tyres from this race. Bring on the next race!



Grading officer updates May 2023

This month for grading matters we need to discuss the new pathway that is already in force but the cut of point is June 23. By the time you read this news letter time may have expired under the old rules. Do not worry and if you are unsure on upgrading then please read further on in my piece with simple guide on how to upgrade. Why not print it out and keep in your PRC.

I would always recommend reading the latest guidance from MSUK on upgrading and what is required to achieve the next levels/Grades. If in doubt do ask!

MSUK will be introducing a lot of new material on the MSUK learning hub and this will support future upgrades so take time to go through this continuous professional development (CPD).

PRC books

It is my understanding that new PRC books will be issues to those upgrading. Having said that I have not seen sight yet of the new PRC but understand it is an A5 size the same as rescue units currently use. For those who have used up space in the PRC please use the PRC continuation sheets available on the MSUK website. Please ensure all details are added to confirm this is your continuation sheet.

A handy tip is to scan your PRC or sheets periodically in case of loss or water damage whilst being on post. Smart phones or scanners are ideal to keep a copy for your records.

This month's marshals upgrades

Name	Grading for (Discipline / Grade)
Andy Player	Grade 1
Steph Beeken	Grade 2 flag
Julius Ivaskevicius	Grade 1
Steven Hull	Grade 1
Andrew Le Hegarat	Grade 2
Graham Hay	Grade 2
Chris Barningham	Assessor
David Shelton	Grade 2
Sue Kerkin	Grade 1
Patrick Lambe	Grade 1
Laura Tomlinson	Grade 2
Rod Germaney	Assessor
Gemma Abbitt	Experienced Grade 2
Anna Lambe	Grade 1 off track
Caitlin Slade	Grade 1 on track

Well done to you all and keep up the good work.

Do check your grades are correct on the SE database and if not please send a scan of your new registration card to your regional RGO and we can do the rest for you.

UPGRADING

Please check the latest rules on upgrading. Some grades require a time between upgrades or assessments so do ensure you understand all the guidance issued by MSUK

For those of you who are upgrading the process normally takes around 4-7 weeks to process and follows these steps:

- Week 1-2; PRC and MRF presented to RGO (Regional Grading Officer) and ratified by regional committee.
- Week 2-4; NGO (National Grading Officer) ratifies regional decision and presents PRC and MRF to MSUK. NGO will issue grade badge and confirm successful application.
- Week 4-7; MSUK then ratify both Regional and national grading officer and issue new registration card and return PRC or issue new one if damaged or unusable. The MSUK approval panel meet monthly and it will depend if your application was received before their meeting date. MSUK will send out an approvals list to all clubs to check of any issues with those submitting upgrades.

If you think your upgrade is taking longer than expected, please contact your RGO for support and they can check the progress for you.

Keep in your PRC wallet.

Upgrade process

- Collect the required amount of signatures for the grade you are completing in your Personal record card (PRC). Only one duty per day to be recorded. All marshals will and must be registered with MSUK in order to upgrade.
- Complete training day or days as defined in the PRC. Experienced grade training days must be 1 year apart. All upgrades must be at least 1 year apart.
- Complete the “On post” assessment following KASE with Examining Post Chief (XPC)/assessor grade. Details can be found at <https://www.motorsportuk.org/resource-centre/>
- Complete a marshal registration form (MRF) latest year version and mark at the top “UPGRADE”.
- Send original upgrade documents (PRC & MRF) to your regional grading officer (RGO) (BMMC only. Other clubs may have different person nominated). PLEASE NOTE: you must retain copies of documents sent in case of loss in the post.

Your regional grading officer is:

Andy Bumstead

3 Savoy Road,

Dartford,

Kent DA1 5AN

07802 652556 before 2000hrs please

andybumstead72@gmail.com

se.grading@marshals.co.uk

Award winners

As you may recall in the last issue we had our award winners from last year, unfortunately one of our award winners was unable to attend training so we had to catch up with him at the first event of the year. So slightly later than our other award winners here is Darryl Burgess our inaugural recipient receiving the Brian Degerlund award which is to acknowledge outstanding contribution in a specialist role, from Andy the SE chair at brands hatch.





For 2022 we awarded two new marshals the Trainee Marshal of the year award as we simply couldn't choose between two highly deserving candidates when it came to presenting their award, Anna and Sue each attended a different day at training so the first meeting of the year gave us the chance to unite them!

Our other award winner needs no introductions Andy takes up the story.

David Dray the BMMC Barrie Williams trophy

I had the pleasure to award before the racing started for the day, the BMMC Barrie Williams national trophy to David Dray at the recent 750mc meeting at Brands Hatch at post 6 where he was post chief. For those that know David's story, to see him back marshalling is a testament to what epitomises us as marshals. This award recognises from the national level David's courage and continuance in the sport we all enjoy given traumatic events several years ago. David or "Magnet" as he is affectionately known lived up to his name several practices later with a serious incident at his post with the driver walking away without injury. David as ever the professional was there with reports ready and supporting his team as I was part of the rescue team attending. On behalf of the South East region, national officers and all the marshals we congratulate David on this achievement.



Regalia Update

We now have Race Against Dementia patches available and Regalia will be available at the Snetterton British GT meeting I will be on site all weekend so if you miss me at sign on you will be able to find me on the campsite, just look out for the BMMC sail banner! Regalia will be on sale at various meetings throughout the summer just keep an eye on our Facebook page for dates or drop me an email.

se.regalia@marshals.co.uk



Upcoming Events



10th-11th June
TimeAttack/Tunerfest South

17th-18th June
American Speedfest

24th-25th June
Ferrari Challenge UK

1st-2nd July
Super Touring Power

8th July (Saturday only)
Bernie's V8s & Historic Outlaws

14th-15th-16th July
Historic SuperPrix

6th August (Sunday only)
Mini Festival



10th-11th June
MSVR Car Club Championship

17th-18th June
British GT and GB3

22nd-23rd July
BRSCC Car Championship

29th-30th July
750 Motor Club Car Championship

5th August (Saturday)
MSVR Car Club Championship

6th August (Sunday)
EnduroKa

10th June
Kent Outlaws-Oval Racing

25th June
Historics on the Hill

8th July
Kent Outlaws-Oval Racing

15th July
The Borough 19 Motor Club Sprint

21st-22nd July
FIA World Rallycross

29th July
BTRDA Clubmans Rallycross

It's been a bumper issue this month with so much happening as the motorsport season fully hits it's stride. The coming months see some big anniversaries around the world of racing, by the time you read this the 100th anniversary of Le Mans will be well underway, Goodwood will be celebrating it's 30th anniversary and Silverstone will be celebrating it's 75th birthday but the obvious biggest celebration will be American Speedfest 10! With such a huge range of events to choose from there is no shortage of places to be trackside the hardest part will be deciding which ones you'll be doing!

Have a great summer!!!

Si Lloyd