

Sadly we have to say, again, the Kings Lynn DMC Sculthorpe Targa won't be happening on 10th March. We have local issues, but we are working on a resolution for later in the year, possibly. Parts of the airfield that we want to use are not available March to September, so any date would be after that. Sorry for the late announcement on this.

It just goes to show the weather does just affect the events we try and put on, and to cancel an indoor event is a really expensive thing to do.



Classic

## **IMPORTANT ANNOUNCEMENT FROM REIS RACE RETRO 2024**

**Mike Cowlam**

Feb 19

It is with great sadness Clarion Events Ltd and Stoneleigh Park announce the cancellation of this year's highly anticipated Reis Race Retro event.

Following extensive discussions and in consultation with the Warwickshire District Council Safety Advisory Group and Warwickshire Police, it has been determined that adverse weather conditions, particularly extensive flooding, rain forecast through to the weekend and road closures render it unsafe to proceed with the event as scheduled.

Show Director Lee Masters said: "As a team, we are devastated to be forced to cancel Reis Race Retro 2024. While this decision was unavoidable, the safety and well-being of our attendees, participants, staff and local residents remain our top priority. We understand the disappointment this may cause, and we sincerely apologise for any inconvenience.

"We are committed to delivering an exceptional experience for motorsport enthusiasts and will focus efforts on making Reis Race Retro, 21-23 February 2025 a huge success.

"We extend our gratitude to all involved parties for their understanding and cooperation during this exceptionally challenging time."

The Iconic Auction will still be running an auction – please visit their website for further details.

Jon Bray

[Chelmsford Motor Club](#) put on a fantastic [Brands Hatch Winter Stages](#) we would like to thank the set up and take-down crews, orange army, and all the spectators who braved the freezing temperatures. [Gary White](#) did a fantastic job on the notes and he was pushing me in the right places, we ended up in a very respectful 34th overall and 2nd in class.







The Wheels Festival is returning to Great Yarmouth, Saturday 29th and on Sunday 30th June. Come down to Great Yarmouth seafront to see a wide a fantastic range of Cars, Bikes and other Vehicles. The Event will be supporting [East Anglian Air Ambulance Charity](#) and number of attractions will be announced over the coming months, so look out for updates. If you are a club, owner, trader or attraction and want to get in touch please click on this link to message the event team. <https://www.visitgreatyarmouth.co.uk/information/contact-us>

# HINGHAM *Car Show*

SUNDAY  
7TH JULY  
2024



**CLASSIC &  
UNIQUE  
VEHICLES  
WELCOME**

**LIVE MUSIC  
STREET FOOD  
CRAFTS &  
MORE**



The repaired Micra is nearly finished and ready to go on the next Autotest.  
Thanks to all the hard work of Howard Joynt, William Moore and Nigel Steggles



## End of an Era



In 1905 the first motor race was held on Madeira Drive in Brighton, since then it has been an annual event enjoyed by generations of those of us who love motor sport. Every year the committee and members of the Brighton and Hove Motor Club have worked hard to make the event a success. They succeeded, The Brighton National Speed Trial has been enjoyed and loved by thousands of entrants and spectators.

For some it was the only event they participated in, entering a loved road car, for others, it was a focal part of their motoring year, entering high powered vehicles which roared along the seafront to the enjoyment of the crowds watching from the paddock or up on the terraces. Its' appeal to young and old alike was the intimacy of the event, spectators could get up close to the cars waiting in the paddock, talk to the drivers, take wonderful pictures and feel very involved in the whole event.

Unfortunately, times have changed, despite Brighton & Hove Council's help, the new road layouts, the closing of the terraces, and the enormous cost involved in providing required safety measures, additional security and many other additional costs, the committee of the Brighton and Hove Motor Club have had to make the heartbreaking decision that the 2023 event was the last one. The Club has been running the event at a loss for a number of years and cannot continue to do so.

2024 will see Brighton and Hove Motor Club involved in many other events, including our two annual sprints at Goodwood, Concourse and hopefully a hill climb. But the Speed Trials will not run again for the foreseeable future.

The family of Brighton and Hove Motor Club wish to thank all those who have entered the event over the years, Brighton & Hove Council, Motorsport UK, the Marshalls and the hundreds of volunteers who have helped us set up the course and return the road to the public after the events. It was not easy task and we thank every single person who has been involved and given us their support over the years.

Thank you for the fun

The Brighton and Hove Motor Club

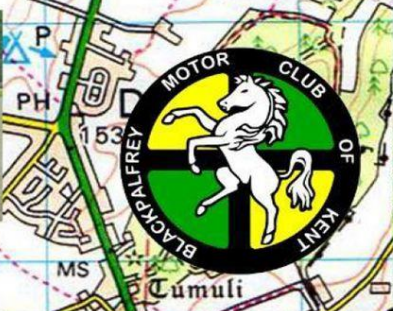
January 2024



<https://bhmc.club/>



# Hughes Rally



## Saturday 13<sup>th</sup> April 2024

The 2024 Hughes Historic Rally will be based in East Kent, once again with Manston Airport featuring heavily. Overall, the road section will be about 120 miles – all in East Kent OS map 179. Some parts of the route have not been used for many years, and some have never been used.

Navigation will be in our usual format, which requires accurate plotting to ensure competitors keep to the correct route, but we will keep it simple enough that newcomers can still find their way round.

The start and finish venue at Canterbury provides easy access to and from the motorways and major trunk roads of the county. In addition, scrutineering will be available Friday evening and Saturday morning for the convenience of entrants.

Full details, along with the Supplementary Regulations and Entry Form will be available in due course on the event's website:

[www.HughesRally.co.uk](http://www.HughesRally.co.uk)



**BRANTZ**  
Rallymeters





## Jon Bray and William Bray on the Snetterton Rally

The [Snetterton Stage Rally](#) was a great success for me and [William Bray](#) yesterday 28th overall and 1st inclass we were 3 minutes ahead going into the final stage which meant we got a very special award for best performance from [Amy Conboy](#) and [Tony Hewitt](#) for the money this certainly was not expected as her dad John Conboy helped me out so much when we started getting back into motorsport, it was abit emotional for us all yesterday im sure John will be looking down on us how the hell did that happen! [Special Stage Rally Video](#) did a fantastic interview near the end of was a fantastic event put on by [Anglia Motor Sport Club](#). Thanks goes to all for the hardwork on putting on such a successful event and the orange army for keeping us all safe. Cheers to all the guys from ukpowernetworks that took the time to come and see us.







# SUFFOLK MODIFIED

*presents*

## CARS AND COFFEE 2024

*Venue: EVENT FIELD  
Jimmy's Farm & Wildlife Park,  
Pannington Hall Lane, Wherstead,  
Ipswich, Suffolk IP9 2AR*

**EVENT DATES  
9AM-12PM  
£5 ENTRY PER CAR**

January 28th	July 21st
February 25th	August 4th
March 17th	September 8th
April 14th	October 6th
May 12th	November 3rd
June 9th	December 8th

**ALL CARS WELCOME!**

## Race Retro 23-25 February (Cancelled)

Reis Race Retro is on the home stretch and with that comes a bundle of show news to share with you. We've got seven iconic competition cars coming to the show, exclusive racing opportunities and training sessions for maximum preparation, and it is all just for you!

Watch this space as the 20 confirmed Pride of the Paddock cars, more exhibitor display cars and the 2024 rally cars will all be announced soon!

It would be a crime against retro motorsport to miss Race Retro 23-25 February!

[Book Tickets Today!](#)

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### Who's ready to see some beautiful competition cars?

The Bugatti Owners Club stand will be showcasing two incredible cars that have conquered Prescott Hill – the 1932 Bugatti Type 51, the current hill record holder in a Bugatti, and the iconic 1969 McLaren M12 Can Am Car. But the excitement doesn't stop there! Joining them are a historic Abarth 124 Spider and the legendary ex-Colin McRae Ford Focus WRC.

Whether you're a competitor, marshal, or visitor, they've got Prescott Speed Hill Climb essential information and insights on joining the Club.

[See all 2024 exhibitors](#)







## **Spectacular cars and exclusive races**

Ferrari Owners Club are bringing the marvelous 1976 Ferrari 308 Vetroresina to Race Retro 2024! This classic competed in the Ferrari Hillclimb Championship in '97.

Explore Ferrari's racing heritage and witness motorsport history as the Ferrari Owners Club showcases the SFCC, the world's only Classic Ferrari Racing Series, and the FHC, your cost-effective ticket to Ferrari thrills. Dive into their rich racing calendar and discover exhilarating driving activities only at Race Retro...

## **Maximising Motorsport Membership** **A view of Club Motorsport with SCCoN and Craig Bennett**

It was a hot summer day towards the end of July (my birthday so fairly memorable), and this was the day which changed my weekends and fulfilled what's always been a bit of a 'someday' ambition.

Having now been a member of SCCoN for almost three-years, a small Autosolo car in the garage, multiple events attended as a marshal and now sitting on the club's management committee, it felt like a better time than ever to share what an incredible three-years its been, and to show any new or recently joined members, there's lots to go after, get stuck in and have fun.

It was the Bury St Edmunds Motorsport where I was first introduced to SCCoN. It was the array of fine classics and that drew me into the stand. After some conversations and a form filled out, I went along to the event to just have a look around. After some conversations and a form filled out, I went along to the event to just have a look around. After some conversations and a form filled out, I went along to the event to just have a look around.



East show  
At the time, I look around. everyday cars brief walked away to happen

I'd managed to speak with a club member, and we'd got talking about the different ways to use an everyday car whilst enjoying the thrill of competing with like-minded people. They spoke to me about some taster events coming up and to come along and just have some fun. The great benefit that was a huge draw was a fleet of cars that were for members to use. Having attended the event to just look around, I was now getting ready to attend a grass taster event. I made the choice to not take part; there was no pressure other than to have a chat with some club members and see things in action. After speaking to Vini and he'd sold me the fun, the excitement and that I'd jump into a Micra, I was signed up to another taster event, this one being on tarmac at Snetterton.



My first ever time in a car, at a track, in a safe and secure environment with some truly friendly and supportive people. There's a perception in some cases that being able to do this requires a vast amount of 'this' and huge group of 'that'. When talking to people and they say, 'how was your weekend', and you tell them you're competing in grassroots motorsport, they want to know so much more. Being able to take part for someone who's always been into cars and motorsport, there was no feeling like it! The taster (or non-competition round) is such a great opportunity to find your feet and see if this is for you. Any club member will talk to you and give advice on how to get the most out of an event.

Where I'm at right now, the Autosolos are a perfect fit. A small, cheap car that's cheap to insure and drive to events is where I've started. We're hugely fortunate as a club to have a fleet of Micras that Howard looks after and maintains throughout the year. Without this, it's quite likely I wouldn't have been able to enjoy the taster day and then catch the bug of the 'what's the next event'.

Being part of SCCoN gives some great choices and options of what you want to get involved in. Whether this be targa rallies, trials or even 12-car, there's something for everyone. Something that is most definitely for everyone is the annual stubble challenge! Another first for me, driving (what I would call at the time) off-road and at speed! This was a brilliant event (held around late-summer) to try on for size something completely different to what's again to be perceived as the norm. What do I remember the most? Being greeted by Sam and a few others who remembered me from the taster day at Snetterton. What a great feeling and also allowed me to relax a little bit. Sometimes joining clubs there's an 'us and them' feeling. We don't have that at SCCoN. No matter whether your first or fiftieth event, you're always made to feel welcome.

After two events, I had the 'bug'. I wanted more and couldn't keep relying on the Micra fleet. As you work your way into the different event types, you find there's a spread of different dates all over East Anglia. The AEMC calendar is a great tool and always worth a regular check to see new events. Our club website is also a great way to see what's coming up – not forgetting our monthly get togethers in Trowse of a Thursday evening. Back to the bug – I needed a car. I wanted a car. Finding one, was a challenge. It was the time where used cars values were at an all-time high and the small cheap runaround just wasn't a thing. Nevertheless, after spending more time on eBay, Facebook Marketplace and the small ads than I care to remember, I'd found it. Having owned around 10 VAG cars, it seemed too good to be true. 15-minutes down the road from home, one owner, full years MOT and in budget. I'd set this at £1000, however that was a push in all honesty and was mindful of how much was I really going to get myself involved in a club after just a few months. Anyway, the £500 cash was handed over, Lauren (my partner) followed me home in what's still my Czech Chariot.



It was the back end of the year and events had started to slow down much finish for the year. The Skoda garaged and kept out of the way new year. Its event number will hit figures this year, has a clean bill of I've kept it completely standard. It easy to get carried away (at least I think) and try to make a car into totally different. I have a huge for club members who've taken ordinary and turned their motors something totally special and One of the great benefits of SCCoN breadth of cars you'll see at any



Autosolo and pretty was until the double health and would be that's what something admiration the into unique. is the event.

Another great feature of grassroots motorsport is for its friendliness, it still has a competitive edge. My Skoda sits in the under 1400cc category when competing at Autosolos. There are a mix of classes across all the different event types, and these are easily found by looking at Motorsport UK, or reading the regulations when an event is open to sign-up to. All events are booked online with a simple to complete form. Much like when I registered for my first event in the Skoda, I had a few questions, and these were easily answered with an email or two.

By keeping a keen eye on the Facebook page and the club website, the date landed and the first Autosolo event date arrived. The formidable (and hugely fun) Debden on a totally wet and windy Sunday in March. A few Facebook messages in the build up to the event made me feel a little bit more at ease. I then started to ask myself, where to go, what to do, who will I recognise, how will I do, were all questions flying around as I made the 5.30am start from Norfolk to the barracks. Needless to say, the relentless rain took all those questions away walking the tests and thinking, this is going to be some day! These tests were next level in comparison to the taster day and stubble challenge. This was real, this was going to be awesome. I'd set myself one simple goal for the day, and in fact the year. The goal of the day (and still remains at every event) is simple – have fun. I had no idea how I'd do, how well the Skoda would go and what else I'd be with. That all didn't matter, as all I wanted to do was have fun. Simply put, mission accomplished. I came almost last in category, more wrong tests than cooked dinners and an angry looking offside front tyre. None of that mattered. I'd taken part in my first competitive round and came away knowing I'd made the best decision ever. If you're anything like me, you try the odd hobby/interest here and there, with some that fall away with life commitments. This was different and I couldn't wait for the next one. Having spent a day in class, it meant I was able to meet some new people, socialise and slowly but surely feel part of something incredibly exciting. It's safe to say we're quite competitive in the under 1400cc class, ask any of us! But we'd still be supportive and celebrate each run on each test through the days and events that ran their course through the year.

So, what was the overall year? That's easy – to get faster and have even more out what you put in and for all about taking each event experience to get to know more, and my capability. great about SCCoN is the in experience across all That's not even including clubs you mix with at events. By taking to and know different members, and see little differences in tyre pressures, sizes and



goal of the better, get fun. You get me it was as an my car What's differences members. the other different getting to you hear things like suspension

set-ups. You take the bits that can work for you and apply them. For me, keeping budget at the forefront is a big thing right now. The only money spent on the Skoda has been a set of tyres and (for this year's events) a wider set of wheels. Finding your style is trial and error. For work outside of the club, I do a lot of driving, 25-30k a year minimum. My style if you call it that, has always been progressive. At Debden, I tried to just go as fast as possible by thinking that the harder you attack, the quicker you'll be. For some, that might work. For me it just wasn't right. As events passed through the year, I quickly realised that a smooth and progressive approach to the tests was a winner. Add that to newer tyres with a slightly wider profile, the speed and the climbing up of the results tables came. It takes time and effort to see gains, but no matter what the day, the same goal stood. Have fun and enjoy each event.

The year seemed to rocket by. Chelmsford, Wattisham, Long Stratton, Woodbridge and Snetterton Autosolos came and went. All different, all challenging and all worthwhile. By now I'd started to speak to more people and hear about different experiences of events outside of just Autosolos. Another benefit (you may think I'm bias reading this, and to a degree you'd be right) is the wide breadth of events that not only SCCoN runs, but the wider clubs. Targa rallies and quite a bit of off-road action is quite popular. Now, I'd set myself up that the Skoda would be tarmac only and I've committed myself to that. Home life, choice and personal circumstances set that, and I've stuck to it. That doesn't mean to say I've not been involved in some off-road action...





**My first marshal event was where my first Autosolo was – Debden. Marshaling is a great way to see what the different events are all about. You naturally have a**

**responsibility as a marshal and it's not all spectating and scones. You have to follow rules, protocols and think safety first, at all times. Much like everything else in this, the support, friendliness and guidance doesn't change when you step out of the car and stand at the side of a track. I've almost marshaled as much as I have competed and having that balance has allowed me to ring out as much of my membership as possible. The highlight had to be the Preston Rally. An all-weekend overnight event just before December festivities, it was great fun and came with a huge amount of variety in the cars and the drivers.**

**For someone who's relatively new, I mix my time up between marshaling and competing – wintertime is all about the marshaling, mostly rally events, and the remainder of the year at Autosolos with the odd trial and rally when there's not an Autosolo. Add that to the monthly natter and noggin's with club members, and having recently joined the club management committee, its safe to say there's plenty of different ways to fully maximise motorsport membership.**

**For any new member, joining a club can be a big thing. I hope reading this article, that at SCCoN if you get out what you put in, the club will absolutely do the same. I look forward to meeting you at your next event. I'm the only one (mad enough) that has a Skoda for Autosolos, so not too hard to find if you want to find out more!**



## Damian Long

This is my first report for the Spotlight newsletter although I have featured in it before many years ago! (see picture) Some of you may remember my late father Kenny Long, he was an active SCCON member throughout the 70's, 80's and 90's taking part firstly in road rallies and later stage rallies so as a youngster rallying was very much a part of my life and something that has never left me and something I always said I would have a go at one day. Luckily the day finally came!

Last year the itch to have a go was getting stronger and in October I finally found the car I was looking for, it's a Mk2 Escort powered by a Ford Duratec 2.0 engine along with Quaife 6 speed sequential gearbox, Atlas axle etc etc. The car was built in 2022 by the guy I purchased it from as a project with his father and only used for one test track day and a couple of Ford shows, it was not built specifically for rallying but had all competition and safety parts as required. Once purchased I set about the required tasks to obtain an MSUK passport, these were mainly small jobs, I then had Kevin Peake come to visit and apply for the passport which was pretty straight forward. I also had to prepare myself so I booked a BARS test in November at the Brands Hatch rally school, once completed I applied for the 2024 rally license and kitted myself out with the race wear and safety equipment needed. The next thing I needed was someone brave enough to sit next to me! With the help of some friendly members of SCCON I tracked down Olly Marshall who many of you probably know and also his father Barrie Marshall who has rallied for many years, this was a great find for me having remembered Barrie from the 80's when I attended rallies with Dad so it was nice to have a chat with them and remember Dad and the old days. It also coincided with Barrie retiring from rallying recently so it meant Olly could continue in the sport. With the car ready and the crew confirmed I entered our first rally, the Brands Hatch stages on Jan 20<sup>th</sup>, behind the scenes being busy with last minute prep, gathering spares, wheels and tyres, service items and everything else required.

The Friday morning before the rally we left home, myself, my brother and his girlfriend heading for Brands Hatch. We met Olly there and set about noise test and scrutineering which all went surprisingly well considering it was my first rally and also the car's first rally.

Saturday Morning we were greeted with freezing conditions although pretty dry apart from the ice. We started the rally tentatively and got round the first stage without issues and clocked our first time which gave us a position of 49<sup>th</sup> overall. The second stage conditions were much better and we started to grow in confidence with an improved time and moved up a few spots to 44<sup>th</sup> overall. We continued well and felt quicker each stage until the end of the fifth stage where we suffered a leaking hydraulic clutch cylinder, meaning that we could not disengage the gearbox at the finish time control and in turn were not able to select a gear and move the car. We managed to get towed back to service where we set about diagnosing the problem. Unfortunately it was discovered to be the cylinder itself inside the bell housing which was not a quick fix, and so ended our day early. It was a great shame as we had climbed to 29<sup>th</sup> overall at the end of the 5<sup>th</sup> stage and starting to really push on, but all in all it was a very positive first outing, the car was strong and handled well, the crew were having great fun and bonding together and the service crew of Jody (brother) and Barrie Marshall did a great job throughout.

Thanks to the organisers, the marshals and our small team of helpers.

Now to fix the car and prepare for Snetterton on February 10<sup>th</sup>.



From spotlight magazine, probably 84 or 85 I would have been 8 or 9!



## News and Views

Volunteering opportunities Whether you have been marshalling for years and are looking for more events, or you're just starting out and aren't sure how to get involved – we've got you covered! Here are a few tips on how you can find events and get involved in the action: 1. You can use the

Find an Event section on the Motorsport UK website to search for events near you. The search allows you to filter events by discipline and club. 2. Find events via an online volunteering platform such as Rally Stage Team, Another Day in Orange or Marshals.org.uk 3. Find your local Club using the Motorsport UK website – many Clubs will also have their own volunteering platforms, such as the British Motorsport Marshals Club and BARC 4. Contact your local motorsport venue – you can find contact details for fixed venues in the Motorsport UK Yearbook, starting on page 29. 5. Ask your Regional Association for help – details can be found on the Motorsport UK website And if you still need some guidance, you can always contact us, and we'll be happy to point you in the right direction! An update from our Volunteer Development Officer, Sue Fletcher It has been a very busy few months with marshal upgrades, putting the finishing touches to the new Marshal PRC and attending various events both in my role as VDO and as a marshal. I've attended a total of 15 marshal training events in recent months (12 in-person, 3 online). Although most were Race/Off Track specific training events, I also attended two for Speed, three Rally and one Kart, to visit each of the main disciplines within the Pathway. I also attended a training event for Grade 3 Post Chiefs and Marshal Assessors and delivered two Club webinars on marshalling and volunteering in general. The organisers have each given me the opportunity to explain the Marshal's Pathway and answer questions from over 1200 marshals and other officials who were in attendance – as a room, but also on a one-to-one basis – so a big thank you to them all for having me along. During these training events I also assisted with renewal applications, upgrades via Acquired Rights, and received upgrade cards which had been completed but never sent to Motorsport UK. I also helped with logging in to the Motorsport UK website and Learning Hub. From the Feedback received so far, my attendance has been received in a positive way and I have already been asked to attend more training events later this year – something that I am very much looking forward to. In the Speed discipline, several clubs were struggling with assessments (due to the lack of Marshal Assessors in their area) and I looked at individuals to see how they can be supported to step up to the role. If you are a Grade 3 Marshal and have held the grade for a minimum of one year, you can ask your club to nominate you for upgrade to Marshal Assessor. There are many marshals in the kart discipline who are not currently registered with Motorsport UK, and I have been supporting Kart Clubs to encourage their Marshals to become Registered Marshals or a higher grade via Acquired Rights. So far, I have visited and assisted 3 Kart Clubs with this and am looking forward to visiting more during the year so that I can answer any queries from their marshals. My role does not only involve marshals, and recently I had the opportunity to shadow various officials at events to learn more about the different volunteer roles. In April, I was able to spend the weekend in Race Control at Brands Hatch during the GT Cup weekend where I shadowed the MSVR Clerks, and more recently I shadowed the Timekeepers during two sessions of the C1 24 hour at Silverstone, seeing how equipment is set-up, how their systems work, what they are observing and the reports that they must do. Next month I am spending the weekend shadowing a Motorsport UK Steward to understand more about what their role entails. These shadowing experiences have proven to be very useful as I am now more able to answer specific questions. If you're a marshal and are thinking about becoming a Licensed Official, a taster day might be a good place to start. In the next few months, we'll be looking at ways in which we can offer such opportunities and I will give further information regarding this soon. As always, if I can be of any assistance, please contact me using marshals@motorsportuk.org Upgrades So far in 2023 we have processed 112 marshal upgrades (by comparison, 48 upgrades had been processed this time last year!). Don't FORGET! Marshals needing more attendance days or missing training modules have until 30th June 2023 to submit completed upgrades using the previous Grading Scheme requirements. For upgrades in 2023, event attendance signatures are valid from 2018 onwards. Training module signatures are valid from 2019 onwards and both in person training and online Zoom/Teams training delivered by



Motorsport UK Trainers counts. We do accept Personal Record Cards (PRCs) and other paperwork electronically, however, please include the inside of the PRC showing personal information and photograph where applicable. If posting original paperwork, please make copies as they can sometimes go missing in the post.

**Acquired Rights Scheme** We have already had an excellent response to the Acquired Rights Scheme, and this has enabled marshals who have either never registered, or who have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration. So far, a total of 131 marshals (including 24 Kart, 38 Rally and 33 Speed marshals) have upgraded via acquired rights. Most of these are marshals who have attended many events and completed lots of training but have never upgraded. Others had either not renewed or even registered with Motorsport UK in the first place, although they had continued marshalling. Further details on the scheme can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#). All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by 31st December 2023.

**PRC Photograph** Recently, we have been receiving a number of PRCs which do not have photographs on their inside front cover (some of the old MSA books have no space – in that case this does not apply). The requirement for a photograph is there as proof of ownership for yourself, Marshal Assessors and Motorsport UK Trainers. If there is no photograph in the PRC, it will be returned to the marshal and won't be approved until a photograph is added.

**Light Panels** It has been brought to our attention that there may be some confusion over the use of light panels, and we would therefore like to clarify the situation for the forthcoming BTCC events. Throughout the 2023 season, the TOCA package will be utilising light panels as a priority signal in conjunction with an in-car marshalling system. The use of light panels does not replace the need for marshals and requires their full support in the operation of a successful system. Flags will also be distributed to posts and used in accordance with the instructions provided by the Organising Club. The Light Panel Working Group (set up last year) will be reconvening in the coming months to review feedback. For further information, please refer to the Final Instructions for each event which are available on the BARC website.

**Answers to Frequently Asked Questions** Here are the answers to some of the most frequently asked questions from May:

- The form for upgrading is available on the Resource Centre of the Motorsport UK website [HERE](#) – it's titled "2023 Application for a Motorsport UK Marshal Application".
- Although some of the training modules have changed names, signatures gained via the previously named modules dating from 2019 onwards are still valid and we will cross reference these on a case-by-case basis when an upgrade is received.
- Marshal Assessors can only carry out assessments in the discipline for which they hold the grade, e.g., a Marshal Assessor (Speed) may only carry out assessments in the Speed discipline.
- Grade 3 Marshals wishing to add the title of Marshal Assessor will be asked to undertake some online learning following approval from the upgrade panel and before their upgrade is approved.
- If posting paperwork for an upgrade, please always remember to take a copy before posting, and put 'For the Attention of Sue Fletcher' on the envelope.
- The new Marshal PRC will be available shortly, and there will be a bulletin explaining how to use it. The plan is for marshals to receive a new version upon upgrade, and we will send one to all 243 Marshals who have upgraded so far this year. Marshals who are still working their way through an existing booklet will be able to download inserts from the Motorsport UK website.
- If you have a question regarding your proposed upgrade, please email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) so that we can assist.

**Stage Rally Marshals – Use Your Whistles!** It has been noted that there has been a decline in the use of whistles in recent years, and all marshals are strongly encouraged to use one on stage rally events. Whistles should be used:

- Upon hearing (or seeing) an oncoming car. This helps advise fellow marshals and spectators that there is an approaching Rally or Safety car. (Note: at some venues, noises will echo so please ensure it is an approaching car you can hear and not one a few miles away across a valley).
- If a junction/chicane

is being rebuilt, or if there is an incident being dealt with etc, a lookout should be posted. They should be looking and listening for approaching cars and should also use their whistle to warn fellow marshals that a car is approaching. Stage Commanders The Stage Commander training programmes are currently being reviewed, with a view to refresh the content and make them more modularised so that they may also be suitable for use across a range of other stage-based roles such as Stage Safety Officers and Set-up Crews. A series of training workshops will take place during the year, and we continue to encourage those currently performing the role, but not holding the Stage Commander grade, to register for a place once they become available. Attendance at one of these workshops could then be counted towards an Acquired Rights Scheme application as mentioned above. AED & CPR Awareness Motorsport UK has teamed up with Resuscitation Council UK to provide access to two of their "Lifesaver" online AED and CPR awareness modules. The interactive modules, which meet the National standard for CPR and AED awareness training, put you at the heart of the action as you make critical decisions and learn the essential skills needed to save a life. To access these modules, please login to the Motorsport UK website and visit the Learning Hub, where they can be located on the homepage. If you need any assistance, please contact [training@motorsportuk.org](mailto:training@motorsportuk.org) Here to help The Officials' Pathway Team at Motorsport UK has nearly 100 years of active volunteering experience in motorsport – so if you have any questions, queries or concerns, please don't hesitate to contact us and we will be happy to help. You can contact us in the following ways: [training@motorsportuk.org](mailto:training@motorsportuk.org) – for any training related queries [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) – for any queries relating to marshalling (such as upgrades or marshalling abroad declarations) 01753 765000 – if you would like to speak to someone over the telephone. If you would rather post your paperwork for upgrading (once the Club that you Marshal with has completed the Club Endorsement), please send to: Sue Fletcher- Volunteer Development Officer, Motorsport UK, Bicester Motion OX27 8FY

## **An insight into a night Road Rally**

### **Amigos Rally of Derbyshire.**

#### **Jonathan Stimpson**

On 17<sup>th</sup> February Ian Graham and I headed to Derbyshire for Matlock Motor Club's Amigos Rally of Derbyshire. Sponsored by the Perez family, the start/finish was at The Great British Car Journey.

I left Norfolk on dry roads under some sunshine with high hopes for a dry night. By Sleaford it was clear my request hadn't got through and it was bucketing down. This theme continued until I got back into Norfolk again on Sunday.

Ian and I have previously entered quite a lot of night events together, but nothing much to mention in the last 18-24 months or so. Derbyshire rallies are always usually very good, and in this instance, Guy Robinson and his team demonstrated some slick organisation despite the horrid weather.

A short run out to the first section, starting on a near 30-degree incline we slipped and slid our way up the valley through some lovely tight hairpins. The marshal clocks were screwed from the off-dropping everyone 5 minutes before the wheels even got rolling. We caught the car ahead 2/3 way through the first section and had a good clean run.

The second section started well until we got to the first proper white of the night, standard Derbyshire spec, fast with large rocks to puncture and poke things underneath. No issues with the rough, but there



were some large Preston-sized craters full of water and this is when I discovered the blower is very vulnerable to water ingress. The screen immediately fogged up and I couldn't see a damn thing, unfortunately, I had to stop and clear the screen before we could move dropping some time on this section. First proper event in the wet in this car and one very annoying issue to resolve, unfortunately, this was set to be a pain for a while!

Section 3 and we established that leaving the blower off and the windows part open kept the air moving and the screen clear. Caught 2 cars in this section, one at a hairpin and another in a not as map (NAM) car park. We had a sheet of ~20 NAM features to find and get right throughout the night from farmyards to fields along with another ~20 long-way round triangles. Plenty of opportunity for some big skids!

By section 4 fog was becoming a serious issue, it was incredibly patchy and I hit a huge puddle I couldn't see. My part open window now meant my right hand side was completely soaked and we had a pond in the footwell. Came across a rather unhappy gentleman on this section who clearly hadn't read his PR letter, and managed to squeeze past him and his truck which he'd parked in the slot right we needed to take. Forced to carry on straight looking at alternate routes to get around but there weren't any. Decided to dip the lights, engage 6<sup>th</sup> gear, and go slow to try to look 'normal' in the hope we could squeeze into the now slot left. As if by some kind of miracle he had gone, so I got my toe down but we still dropped a good 2 minutes.

Adapting a phrase from young Mr Rovanner, 'visibility has left the chat'. From here on it was mostly fog, fog, and more fog with big puddles until petrol. Had a quick check of the car, slightly noisy exhaust but probably still a fair bit quieter than the half a dozen plus Mk2's running ahead.

The second half was very fast when we could see, and frustratingly sketchy when we couldn't. Had a great few sections swapping places with the 1.9 205 of Fenton/Harper. Caught and passed a few more and then lost one as tiredness started to set in and we got a wrong slot. The fog seemed to miraculously disappear for the neutral sections, then pop up the moment the poor soaked marshal's shouted "GO!"

Found another bunch of reasonably unpleasant locals blocking the route in a van, they were having a shouting match with the marshals on a PC and another crew caught up in it all. We decided to spin the car around and avoid that tea party, fortunately, the section was scrubbed as it affected about 10 other crews.

Found the last tight hairpin of the night where Andy Manston stood snapping pics in the dismal weather. A very tight left up a steep incline, fortunately, the BMW has an excellent handbrake, judging by the bank on the outside, others weren't so lucky! Short run into the finish and breakfast, pleased to get out of the rain and fog.

It was great to get back out on a proper night event, the navigation was all pre-plot which we were thankful for given the conditions. A half decent result at 15<sup>th</sup> OA which we were pleased with as non-locals. Ian had a faultless night as usual and the car was superb.

Photo courtesy of Andy Manston



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### **Circuit Rally Championship-----Remaining Rounds**

**5 Snetterton Stage Rally 10 February 2024 Snetterton**

**6 Lee Holland Stages Rally 3 March 2024 Anglesey**

**7 Northside Truck & Van Dukeries Rally 17 March 2024 Donington Park**

**8 Alan Healey Memorial Rally 31 March 2024 Cadwell Park**

**9 Altratech SMC Stages 14 April 2024 Anglesey**