MOTORSPORT VISION RACING PRESENTS

KADWELL PAR 7 MAY 2022

₩ TEXACO ₩ TOYO TIRES

OFFICIAL DIGITAL PROGRAMME

MOTORSPORT VISION RACING

CadwellPark

2022 CADWELL PARK

STILL TO COME

CadwellPark

SAT 7 MAY

SUN 8 MAY

SAT 14/SUN 15 MAY

SAT 21/SUN 22 MAY

SAT 28/SUN 29 MAY

SAT 4/SUN 5 JUNE

SAT 25/SUN 26 IUNE

SAT 2/SUN 3 JULY

SAT 9/SUN 10 JULY

SAT 16 JULY

SAT 6/SUN 7 AUGUST

SAT 20/SUN 21 AUGUST

SAT 27 - MON 29 AUGUST

SAT 3/SUN 4 SEPTEMBER

SAT 10/SUN 11 SEPTEMBER

SAT 17/SUN 18 SEPTEMBER

SAT 24/SUN 25 SEPTEMBER

SAT 15/SUN 16 OCTOBER

SAT 29 OCTOBER

SAT 5/SUN 6 NOVEMBER

SUN 20 NOVEMBER

MSVR CLUB CAR CHAMPIONSHIPS

MG CAR CLUB CHAMPIONSHIPS

VINTAGE MOTORCYCLE CLUB CHAMPIONSHIPS

MSVR CLUB CAR CHAMPIONSHIPS

THUNDERSPORT CLUB BIKE CHAMPIONSHIPS

HISTORIC WOLDS TROPHY

BMCRC CLUB BIKE CHAMPIONSHIPS

CLASSIC RACING MOTORCYCLE CLUB CHAMPIONSHIPS

NG ROAD RACING CLUB BIKE CHAMPIONSHIPS

SCOTTISH MOTOR RACING CLUB CAR CHAMPIONSHIPS

BMCRC INTERNATIONAL SIDECAR REVIVAL

BRSCC CLUB CAR CHAMPIONSHIPS

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP

NO LIMITS CLUB BIKE RACING

VINTAGE MOTORCYCLE CLUB PARADE & DEMO EVENT

750 MOTOR CLUB CAR CHAMPIONSHIPS

VINTAGE MOTORCYCLE CLUB CHAMPIONSHIPS

THUNDERSPORT CLUB BIKE CHAMPIONSHIPS

CLASSIC SPORTS CAR CLUB CHAMPIONSHIPS

NORASPORT & BRITISH SUPERMOTO CHAMPIONSHIPS

STAGE RALLY AND FIREWORKS











TIMETABLE



OFFICIALS

Motorsport UK Steward Adrian Fawdington

Event Stewards Joe East, Richard Stanley

Event Director Ine Fast

Senior Clerk of the Course Terry Scannell

Clerks of the Course Ian Denyer, Andrew Ringland

Event Secretary

Chief Scrutineer Richard Vincent

Chief Marshal Lynne Kendall

Chief Medical Officer Dr Michael Ings

Starter/Chief Flags Mark Williams & Mark Jarvis

Chief Paddock Marshal Vince Markey

Radio Controller Alan Challis

Chief Timekeeper Richard Evans

Chief Observer John Franks

Race Telephones Vanessa Franks & Elaine Comerford

Commentators

Mark Werrell & Jack Werrell Marshals/Event Officials

Members of the BMMC, BARC & BRSCC and other Motorsport Uk recognised Clubs

Ambulances Event Medical Services

Rescue Units CAM Rescue & Ruhi Rescue

Recovery Cross Country Recovery Safety Car Driver

Evelyn Buanic Paddock Manager Stephen Green

Photography Mark Lees

rt UK Permit nu

SATURDAY 7 MAY 2022

09.00	QUALIFYING	60 MINS		
10.10	ELEVENSES	50 MINS		
11.00	RACE	6 HOURS		

*All timings are provisional and subject to change



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ENDUROKA - 6 HOUR

TECH TALK







Cadwell Park will be the host of the second round of EnduroKA this year, just as it did in 2021. If the event is half as exciting as it was last year, then spectators will be in for an absolute treat!

Last year's visit saw a bumper-grid of Mk1 1300cc Ford KA's wind their way around the picturesque Lincolnshire Wolds for six hours, with IP Racing's car #36 trio of Adam Blair, Scott Parkin and Oliver Wilmot battling their way to both pole position and race win. Despite their strong qualifying pace, IP Racing #36's win was anything but straight forward, with multiple, enthralling battles taking place during the distance of the race. The race was so competitive in fact, that second place Octane Junkies finished under

4 seconds behind the race leaders – after six hours of endurance racing! With both IP Racing #36 and Octane Junkies racing again this year, along with plenty of pacey new challengers in the mix, it's going to be thrilling to see who takes the checkered flag first this year.

One thing that you can be certain; Cadwell Park will provide a fantastic test for all EnduroKA competitors. The notoriously undulating, woodland track offers the complete package, with fast straights combining with tight corners for maximum entertainment. Arguably most testing for the drivers will be the legendary 'Mountain' section of track, where Cadwell's usual bike frequenters can become airborne by up to several feet. Cadwell Park has always been a favourite amongst the EnduroKA paddock and it remains a stalwart event in our calendar.

Last time out, an epic five hour battle of Donington Park descended through the Leicestershire countryside as Yippee-KA-Yay secured victory, besting a 45-strong grid for the top step. It truly was a remarkable race and has increased further the excitement and

anticipation of this weekends event. A particular highlight for MSVT Racing (EnduroKA organisers) was the amount of new faces that were welcomed to the paddock by series veterans and we cannot wait to welcome those newcomers back to the grid at Cadwell.

EnduroKA remains as popular as ever, providing a niche for competitive endurance racing on a budget and the perfect platform for friends to maximise their enjoyment and track time together.

For more information about EnduroKA, please visit **www.enduroka.co.uk**.

DESCRIPTION

EnduroKA is designed for the Ford KA Mk1 1300cc (produced between 2002 and 2008). It is a series designed to exhibit driving excellence and car control in the absence of vehicle and technical development. KAs will be expected to be presented in a racing livery.

Cars must be standard with the exception of: Control suspension Control front brake pads Control tyres Control roll-cage Control Alloy Wheels

2022 CALENDAR

2/3 April Donington Park (Nat)

7 May Cadwell Park
1/2/3 June Anglesey
2/3 July Snetterton 300
10 September Oulton Park
19/20 November Brands Hatch

WEBSITE

www.enduroka.co.uk

SOCIAL

Follow us on Twitter - @ka_enduro Like us on Facebook.com/Enduroka Follow us on Instagram - @ka enduro

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MY FIRST "REAL LIFE" RACE ENDUROKA 2022

ROUND I, DONINGTON PARK

The first round of EnduroKA was my first race in a real car on a real track with real danger and real reward. Words by Tom Bunten.

The whole experience felt totally familiar whilst being at the same time totally alien to me. I had done approximately 500 laps of Donington Park prior to the first EnduroKA test session a few weeks before round 1. I felt confident I knew my braking points and apexes; I knew where was good to overtake and where was bad; I'd practiced pit entry and exit, I knew every corner and which gear I should be in.

Despite my 500 laps I'd never actually been to Donington Park in person.

That's right, I'm a sim racer.

"Sim racing" can be a bit of a dirty word in some circles in motorsport and so I felt quite self-conscious mentioning it to people in the paddock. Would they look down on me? Would they assume I was going to be aggressive on track? Perhaps they thought I would have less respect for the danger involved in motorsport?

There are some obvious differences between sim racing and real racing and some less obvious differences. One difference that really struck me at first was the holistic feel of a "race weekend" that you don't get as much in sim racing. The whole weekend was an event in itself. Travelling to the track; meeting the team at a hotel/pub; discussing logistics and strategy; checking into a hotel; watching the safety brief (online!), it all added to the

building sense of excitement, building up the race in our minds to be at the pinnacle of this set of moving pieces called "a race weekend".

On Sunday 3rd April at 8am, I arrived at the track, ready to get going. There were a lot of boxes to tick before you could get going. Signing in; safety equipment scrutineering; car scrutineering; noise check (not an issue for us!) and safety briefs all had to be completed before we could get started with qualifying. Again, this all added to the building sense of anticipation for the main event.

I was first out for qualifying!

(I actually drove to the assembly area for qualifying twice thanks to an under-pressurised fire extinguisher!)

Those who have raced before know the drill. You send out your slowest driver first, on a green track with a full tank of fuel and give them a nice short stint to warm up the tyres. You progress through your team until your fastest driver puts in the final stint on warm tyres, on a rubbered track, with just a few drops of fuel left in the tank to bang in the fast laps. And that's exactly what happened! We sat around 45th position (out of 48) for the first 40 minutes of qualifying before Toby, our veteran MX-5 driver jumped in the car and put in a great lap to put us up to P18 in the final seconds of the session – great result!



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Given how "out of position" any other member of the team would have been in P18 at the start, we decided Toby would do the first stint of the race. He put in an excellent performance, climbing a few places in the opening laps before being spun 360 down the Craner Curves. He recovered well and ended his stint P2 after a team decision to not pit for a safety car.

I did the second stint!

Getting into the car was a blur, I think Toby gave me some advice as I got in and buckled up but I didn't hear it. The postrace data suggested I came out of the pits somewhere around P20 but I had absolutely no idea. We had no radio for this race, I pulled out of the pits and

onto the start finish straight, totally isolated from the team back in the garage and totally alone on track.

It was possibly the most optimal set of opening laps any new driver could hope to experience in their first race.

I had about 10 seconds of clear track ahead and behind me when I started my stint, so I had time to get myself into a rhythm and allow the nerves to subside... a bit. Those nerves came crashing back after a few laps when I started catching up to a pack of cars ahead.

This is where my sim racing experience really helped.

Having only done a couple of track days up to this point, racing with equal machinery was totally new to

TRACK DAYS UP TO THIS POINT.

WAS TOTALLY NEW TO ME AND I

HAD NO IDEA HOW I'D REACT

RACING WITH EQUAL MACHINERY

me and I had no idea how HAVING ONLY DONE A COUPLE OF I'd react - I'd never done an overtake before in real life! I closed up to a car ahead through the old hairpin and remained a cars length behind all the way up the hill to Starkey's straight. I got a better exit from

> Coppice and could see my first overtaking opportunity approaching.

As I pulled out from behind the car ahead at the start of the straight, I distinctly remember feeling totally confident in what I needed to do. I was slowly pulling up alongside, subconsciously registering when my left wing mirror was in line with their rear bumper, their back window, their front window and then we were level, just as we reached the small crest before the braking zone. I was waiting until I either felt uncomfortable with the diminishing braking zone or until I saw the bonnet of the other car tip forward, indicating that the driver had hit the brakes. The driver of the other car hit the brakes. I waited a half second before hitting my own brakes. I braked in a straight line. The other car was still on my left and slightly behind, so I turned in late and allowed the car to wash out wide on the exit to defend against the switch-back.

And I was through!

It was my first overtake and it wasn't an "easy" pass. It took a little bit of thought and some confidence to brake later into the chicane.

I absolutely loved my stint. The car had great pace and I managed about 10 overtakes over my 75 minutes, with some really great battles all the way through. I pulled into the pit lane in P10 and handed the car over to our third driver, Darren.

Sim Racing can't prepare you for the adrenaline of driving side by side with another car and it can't prepare you for the "fear factor" of driving fast (ish) around corners and into braking zones, but I am convinced that I wouldn't have had the confidence to attempt 90% of the overtakes I did during that first race if it wasn't for my experience of sim racing online.

Overall, the race weekend was a huge success for the team and for me personally. We achieved what we set out to achieve; we gained some really useful experience and built up confidence that we can take into the next rounds.

First race done. Loved every second. Bring on Cadwell!

For more info please visit www.gridfinder.com.



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ENDUROKA - 6 HOUR

NO.	TEAM	DRIVER 1	DRIVER 2	DRIVER 3	DRIVER 4
1	Burton Power Racing	Andy Burton	Tom Valentine	Steven Gilbert	_
2	Kastrol Racing	David Murfitt	George Wright	Nicholas Jackson	_
3	Windgat Racing	Wayne Jackson	Andy Chapman	Leon Bidgway	_
7	Marussio Motorsport	David Marcussen	Karl Weaver	_	_
8	VEC Motorsport	Tom Ellson	Tom Cooper	Ben Van Den Bos	_
14	Turn 7	Callum McDougall	Jim McDougall	Mike Marais	_
16	M@D Racing	Tony Perfect	Daniel Martin	Matthew Rowling	lan Williamson
18	AxiaMetrics.com	Chris Weatherill	Dominic Jackson	Nigel Griffiths	_
23	PSR	Tom Gilbert	Jack Wood	Russell Danzey	_
26	Wolf Motorsport	Luke Reade	Chris Reade	_	_
27	Semprini Racing	Jeremy Evans	Phil Hart	William Puttergill	_
28	Vpex Motorsport	Kosta Kryitsis	Damian Hirst	William Dendy	_
36	IP Racing	Adam Blair	Scott Parkin	Luke Handley	_
37	Semprini Juniors	James Hart	Mark Hart	Callum Perfect	David Evans
41	Rowe Rage Motorsport	Jason Hancock	Alex Butler	Greg Caswell	_
42	Grid Finder	Toby Owen	Chris Haye	Jem Hepworth	Thomas Stapley-Bunten
49	LDR Performance Racing	David Bywater	Gaurav Bhogra	Adrian Clarke	_
55	Coversure	Alistair McDonald	Alistair Hardie	Les Conway	_
56	Hard & Enthusiastic	Martin Dilworth	Michael Hickey	_	_
64	Autotech Motorsport	Taylor Norton	Andrew Howell	Reece Kellow	Luca Staccini
72	Misty Racing	Simon Bonham	Robert Thomas	_	_
81	GM Performance	Ian Mitchell	Darren Stapleton	Gary Mitchell	_
88	KAmel Racing	Tom Owen	Dominik Stokes	Nic Honeyman-Brown	_
89	ABG Network	Gavin Francis	Nick Carter	_	_
100	G&B Finch Racing	Lee Finch	Joe Bragg	Benjamin Smith	Vince Turp
111	Octane Junkies Ltd	Adam Smith	Martyn Smith	_	_
114	KM Racing	Christian Kelly	Andrew Malpass	Tim Stevens	_
121	Ka Lamaty	Marcus Batty	Andrew Hinch	_	_
126	Track Focused	Neil Smith	Mike McCollum	Seam Cooper	Dean Warriner
127	Fatboy Racing	Paul Ward	Matt Pinny	_	_
180	Shine Automotive	Collin French	Nathan Brown	Wayne Clelland	_
192	Racelogic	Martin Papps	Mark Winwood	Charles Burke	Will Hillyard
555	Sukaru Racing	Chris Hilson	Peter Dignan	_	_

GRID POSITIONS – (ROLLING START)									
RACE RESULTS									
1 st / 2 nd / 3 rd /	4 th / 5 th /	6 th / 7 th /	8 th / 9 th	/ 10 th					
Winner's Time	Gap	Laps	Speed	mph					
Fastest Lap: NoTime			Speed	mph					







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CONDITIONS OF ADMISSION

CADWELL PARK CIRCUIT MAP KEY Not all facilities are available at every event Parking 1 Circuit Office CADWELL PARK CIRCUIT, LOUTH, LINCOLNSHIRE LN11 9SE **(** Disabled Parking 2 The Club House (iii) Toilets **3** Hospitality WWW.CADWFIIPARK.CO.IIK (E) Disabled Toilets 4 Medical Centre Baby Changing 5 Control Tower Horncastle A153 (II) Refreshments 6 Paddock Office Louth First Aid **7** Scrutineering MAIN ENTRANCE 1 Fuel 8 Shower Block Information Pedestrian Bridge == Footpaths 10 Football Area 11 Adventure Playground 12 Display Area CHRIS CURV P 10 GOOSENECK MANSFIELD THE MOUNTAIN

VIEWING KEY

Mountain Top Grandstand

Mountain Crest Grandstand

Club Hairpin Grandstand

Charlie's Exit Grandstand

FLAGS

BLUE (STEADY)

Another competitor is close.

BLUE (WAVED)

Another competitor is trying to pass.

WHITE

Service vehicle or very slow car on circuit.

YELLOW (WAVED)

Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

YELLOW (DOUBLE WAVED)

Great danger. Slow down considerably Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

YELLOW/RED STRIPES

Slippery surface ahead.

GREEN (WAVED)

All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

RED

STOP RACING, proceed slowly to pits or startline as instructed by marshals (at startline & individual marshal's posts). Race stopped.

BLACK/ORANGE DISK

Warning of mechanical failure which might not be obvious to driver; call into pits immediately.

BLACK/WHITE DIAGONAL

Warning to driver that his/her behaviour (e.g. corner cutting) is suspect and he/her may be black flagged.

BLACI

Driver must call in immediately and report to the Clerk of the Course.

BLACK & WHITE CHEQUERED

End of the race.

CONDITIONS OF ADMISSION

Motor Racing is dangerous and persons attending the meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods and vehicles.

PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is not permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

SPECTATOR NOTICES

Please do not leave litter about the grounds - take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public ANIMALS ARE NOT ADMITTED. This is most important.

PROHIBITED AREA NOTICES

The public are not admitted to the areas where these notices are displayed. The fences are there for protection and any person caught trespassing or wilfully damaging trees, fences etc., will be prosecuted by the Promoters.

ENQUIRY OFFICE

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the Circuit Office.



Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

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SAT 4 - SUN 5 JUNE

The Wolds Trophy returns to Cadwell Park for another round of enthralling Historic Sports Car Club action this summer, celebrating some of motorsport's golden eras. From Classic Formula Ford to Historic Touring Cars, a wide range of retro machinery will be in action at an old-school circuit that has changed little over the years.

Adult Weekend Admission (online) £23* - Adult Day Admission (online) £14* Adult Day Admission (gate) £16*Children under 13 GO FREE





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