

OFFICIAL DIGITAL PROGRAMME

MSVR
MOTORSPORT VISION RACING

Anglesey Coastal Circuit 1-3 June 2022


angleseycircuit
tracmôn

FEATURING

MSVT
TDC
TRACKDAYCHAMPIONSHIP.COM

MSVT  **TRACKDAY
TROPHY**

TURISMO 
RACING CHAMPIONSHIP


ENDUROKA



Ynys Môn
 **24**

For conditions of entry please see inside

OFFICIALS

Motorsport UK Steward Esmor Jones
Event Stewards John Leck, Joe East, Stephen Green
Senior Clerk of the Course
 Simon Gnana-Pragasam
Clerk of the Course Ian Denyer, Luke Caudle,
 Jonathan Provost, Nigel Tanser
Event Secretary Will Marston
Chief Scrutineer Nigel Thorne
Chief Marshal Margaret Simpson
Chief Medical Officer Dr. Phil Toon
Chief Flags/Starter Paul Newns
Chief Startline Deborah Aindow
Chief Paddock Marshal Wayne Beattie
Chief Pits Alex Hammond
Chief Timekeeper Eric Cowcill
Commentators Ian Titchmarsh, Tom Davis,
 Adam Weller
Marshals/Event Officials Members of the BMMC,
 BARC & BRSCC and other Motorsport UK
 recognised Clubs
Rescue Units BRSCC NW, Calder Rescue
Safety Car Ian Barnett, Nigel Goater,
 Allan Farrimond Andrew Wycherley, Stuart Brine,
 Peter Scillitoe
Recovery Cross Country Recovery
Safeguarding Officer Joe East
Paddock Manager Stephen Green

This meeting is organised by MotorSport Vision Racing,
 governed by the General Competition Rules of the Motorsport
 UK, incorporating the provisions of the International Sporting
 Code of the FIA, additional Supplementary Regulations and any
 written instructions the organisers issue for the event.

This event will be held under Motorsport UK Permit
 numbers: Interclub: 124759
 Interclub Endurance: 125067

Photos courtesy of Mark Lees and Grid Finder

CONDITIONS OF ADMISSION

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.

KEEP UP TO DATE WITH MSVR -
WWW.MSVRACING.COM

 [FACEBOOK.COM/MSVRACING](https://www.facebook.com/MSVRACING)

 @MSVRACING  @MSVR_OFFICIAL

WEDNESDAY 1 JUNE 2022

21:25	Enduroka	Qualifying 1	90 mins
-------	----------	--------------	---------

THURSDAY 2 JUNE 2022

09:00	Turismo X with Elise Trophy	Qualifying	25 mins
09:35	MSVT Trackday Trophy	Qualifying	25 mins
10:10	Turismo X with Elise Trophy	Super Pole	10 mins
10:30	MSVT Trackday Championship	Qualifying	25 mins
11:10	Turismo X with Elise Trophy	Race 1	25 mins
11:50	MSVT Trackday Trophy	Race 2	45 mins
12:50	Enduroka	Qualifying 2	45 mins
13:50	MSVT Trackday Championship	Race 3	45 mins
14:50	Turismo X with Elise Trophy	Race 4	25 mins
15:15	Lunch		45 mins
16:00	Enduroka 24 Hour	Race 5	8 hours

FRIDAY 3 JUNE 2022

00:00	Enduroka 24 Hour (Finishes 16:00)	Race 5	16 hours
-------	--	---------------	-----------------



*All timings are provisional
 and subject to change



The time is finally here for EnduroKA's first ever 24 hour race! Made possible due to the sustained popularity of the endurance series since its launch in 2019, and following strong support from the EnduroKA paddock, everyone associated to the series couldn't be more excited for the event dubbed the "Ynys Môn 24" (Welsh for Anglesey Island 24).

Not only will this be the first ever 24 hour EnduroKA race, it will also be the series maiden visit to Anglesey's 'Trac Môn'. Stunningly located on the west coast of Anglesey, overlooking the Irish Sea and Snowdonia mountain range, the circuit is sure to stun all those in attendance – particularly first time visitors!

Competitors will flock to the coastal circuit in their Ford KA Mk1 1300cc's (produced between 2002 and 2008) and contend with a number of distinctive challenges, including the extremely popular 'Corkscrew' and the aptly named 10% banked turn three – 'The Banking'. There's no doubt that the circuit will provide a tough test for drivers in it's own right, but the endurance of their equipment will also be tested to the maximum, creating an enthralling proposition. One things for certain, both

man and machine will have to be at their best if they want to take the first ever EnduroKA top step in Wales.

Last time out it was IP Racing who took victory in the Lincolnshire Wolds, with Axia Metrics and Turn 7 joining Ryan Parkin, Scott Parkin and Adam Blair on the podium. Notably, the Cadwell Park top three was comprised of three teams who didn't finish on the podium in the opening race of the season, once more highlighting the pedigree of this years competition. You can relive all the action from our last round at Cadwell Park on the EnduroKA website - www.enduroka.co.uk.

The second Dagenham Dustbin of 2022 – awarded by the marshals to the best liveried KA – went the way of LDR Performance Racing for their Batman inspired livery – 'The Kat Mobile'. The significance of securing a prestigious Dagenham Dustbin is not lost on any EnduroKA competitor and you can expect to see all manner of creative and eye-catching liveries on display at Anglesey.

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. We can't wait to introduce EnduroKA to Wales!

NO.	TEAM	DRIVER 1	DRIVER 2	DRIVER 3	DRIVER 4	DRIVER 5	DRIVER 6
1	Burton Power Racing	Andy Burton	Tom Valentine	Glen Finn	Max Finn	—	—
2	Kastrol Racing	David Murfitt	David Power	George Wright	Nicholas Jackson	Peter Simmonds	—
3	Windgat Racing	Wayne Jackson	Andy Chapman	Matthew Weymouth	Johnathan Barrett	—	—
8	VEC Motorsport	Tom Elson	Tom Cooper	Ben Van Den Bos	—	—	—
13	MSVT Racing 1	Henry Wright	Kevin Glover	Ryan Parkin	Justin Roberts	—	—
14	Turn 7	Callum McDougall	Jim McDougall	Mike Marais	Gary Mitchell	Leon Bidgway	Ian Mitchell
18	AxiaMetrics.com	Chris Weatherill	Dominic Jackson	Nigel Griffiths	Kristian Rose	—	—
21	KnF Racing	Chris Bryant	Simon Topp	Tristan Blaine	Tony Barson	Adam Bettinson	—
23	PSR	Tom Gilbert	Karl Beresford	Jack Wood	Russell Danzey	—	—
26	Wolf Motorsport	Chris Reade	Luke Reade	Carlito Miracco	—	—	—
27	Semprini Racing	Jeremy Evans	Callum Perfect	David Evans	Jon Hobbs	Alan Wilshire	—
28	Vpex Motorsport	Kosta Krytsis	Damian Hirst	Tom Roache	Christian Kelly	Ben O'Hare	Tobias Owen
36	IP Racing	Adam Blair	Scott Parkin	Mark Witherington	Ollie Wilmot	Phil Keen	Daniel Silvester
49	LDR Performance Racing	David Bywater	Andy Grear-Hardy	Alan Evans	Launce Davey	—	—
55	Coversure	Les Conway	Alistair Hardie	Alistair McDonald	Stefan Mackley	—	—
56	Hard & Enthusiastic	Martin Dilworth	Michael Hickey	Phil Tureman	Trevor Wallis	—	—
64	Autotech Motorsport	Taylor norton	Reece Kellow	Andrew Howell	Karl Patman	Sam May	—
67	Yippee-KA-yay	Ben Gillias	Mark Johnson	Andy Baylie	Toby Briant	—	—
77	77 Racing	Mark Harris	Steven Gilbert	Matthew Cusens	Will Frost	—	—
148	North Motorsport	Sam North	T. Hayman-Joyce	Oliver Benjamin	Oliver Jackson	Hugh Smith	—
180	Shine Automotive	Wayne Clelland	Collin French	Nathan Brown	Colin Prior	—	—
192	Racelogic	Martin Papps	Mark Winwood	Robyn English	Charles Burke	Will Hillyard	Robert Barnett
555	Sukaru Racing	Chris Hilson	Tristan Judge	Chris Buckley	—	—	—

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



GRID POSITIONS – (ROLLING START)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

RACE RESULTS

1st...../ 2nd...../ 3rd...../ 4th...../ 5th...../ 6th...../ 7th...../ 8th...../ 9th...../ 10th.....

Winner's TimeGap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

P5 AT CADWELL PARK!

ROUND 2, CADWELL PARK

This weekend has quashed any doubt in my mind that I might not forever want to be a member of a racing paddock. **Words by Tom Bunten.**

Cadwell Park brought me and the team so many great memories. In some ways, it was more memorable than my first ever race at Donington Park last month.

Donington Park was a lot of fun but it felt a lot like a warm-up. The team was still getting to know each other; Chris and I had never driven "in anger" on-track before and the team as a whole was very "green".

Cadwell Park represented a very distinct shift in my mindset and in my approach to the race weekend. Donington was all about identifying and ironing out all the unknowns about the mechanics of a race weekend: the sign-on, scrutineering, race briefings, procedures etc. In the lead up to Cadwell Park, I was thinking only about performance.

We spent a lot of time on the sim; learning the lines; discussing which gear to go up the mountain in; scaring ourselves on the exit of the Goose Neck and practicing various overtaking spots. These sessions definitely helped me build up confidence for the race weekend.

We were unfortunate to lose a team member 2 weeks before the race. Darren Cook was unable to join us for Cadwell Park and will not be racing with us at Anglesey. However, when one door closes...

We were honoured to be joined by 2020 Britcar

Champion, Jem Hepworth.

As well as incredible raw pace and talent, Jem brought with her a huge amount of Endurance Racing experience that we could all benefit from during the weekend. Jem also brought with her Tara Strong, founder of Motorsport Woman. It was a privilege to have Tara with us under the awning, sharing with us all the tips and tricks she's accrued from numerous paddocks at countless events across her extensive career in motorsport.

We were well set up for a good weekend.

On Friday we had four 45 minute test sessions to get our eye in and learn the track. As ever, Toby, Chris and I went through the same slightly trippy experience of both knowing and not knowing the track. The track we had been running in the sim was very similar to real life, but as always, there were subtle but significant differences which we had to readjust to.

We had a solid qualifying session. I went out first, 3 flying laps, clutch felt great, back in. Chris went out, 3 flying laps, solid times, back in. Jem went out, 5 flying laps, solid times, back in. Toby went out, finished the session, solid times, back in.

P19. We were happy with that. Nothing more to report.



Photos courtesy of Mark Lees



WE SPENT A LOT OF TIME ON THE SIM; LEARNING THE LINES; DISCUSSING WHICH GEAR TO GO UP THE MOUNTAIN IN; SCARING OURSELVES ON THE EXIT OF THE GOOSE NECK AND PRACTICING VARIOUS OVERTAKING SPOTS.





We put our most experienced driver in the car for the start: Jem.

Jem executed the perfect start for a 6 hour endurance race, she kept it clean and had no incidents. Consistency, pace & racecraft took Jem all the way up to P3 from P19 by the end of her 2-hour stint.

"For me racing is about having fun and I can say I had so much fun with Grid finder in the Ford KA Enduro race at Cadwell Park. It was different to what I'm use to driving for sure. Going back to a FWD car was cool and it reminded me of my beginning of my career. I really enjoyed driving the Ford KA and the racing out there was very close and competitive! Which I like. I now can't wait for the next one!"
- Jem Hepworth

We opted to put Jem and Toby, our fastest drivers, in the car for longer stints so that we could get away with just 2 fuel stops. Toby went out for his 2-hour stint and was very quickly up to pace. Watching on from the awning, everything seemed to be going well. Toby was climbing up the order, Chris was filming some content for the YouTube series, Jem was recovering from

her stint and Tara and I were sat watching the timing screens. But then...

One of the other Graves cars pulled into our awning with a big orange streak along their front bumper. It seemed a bit suspicious. As it turned out, they had been spun by another car and ended up sat side-on to the track. Toby slammed on the brakes of our little tangerine to avoid contact but incurred what we'll call a "glancing blow" to the other car, depositing our fluorescent orange paint along their front bumper.

Toby avoided race-ending damage and put in an incredible stint to get the team up to P3 by the end of his 2-hour stint.

Chris was next.

We had decided as a team that we would pit Chris after an hour or at the next safety car, whichever came soonest. This marked the shift in our mindset from casual to competitive. At Donington we completely ignored safety cars to ensure everyone got an equal amount of track time. At Cadwell, Chris got just 5 flying laps to allow the team to capitalise on the safety car timing. By taking this

approach, we gained at least a lap and a half which undoubtedly secured our top 5 finish.

"With Cadwell being an incredible circuit to race you'd be forgiven for thinking I'd be disappointed with such a short amount of time in the car. But, the call saved us a lap and half; the ends more than justified the means in my mind" - Chris Haye.

Thanks Chris!

I was in the car for the last stint. With just over an hour left, I exited the pits in P13 with a top 10 finish as my personal goal. The first, big glaring difference I noticed from Donington was our radio communication. Having Karl Graves in my ear, updating me on my position & my distance ahead and behind to the cars I was racing was a complete game-changer.

I was lucky to come out of the pits with plenty of space ahead and behind to get up to speed. I'd only had 3 flying laps with a working clutch up to this point, so I was very glad to have the opportunity to ease into the race.

I found my pace, took a couple of seconds off my previous best lap time and started hunting down the cars ahead. My favourite places to overtake were the Chris bends and the Mountain, I seemed to be getting good exits from Park Corner and the chicane. Although my exits were good, overtaking into the Goose Neck and into the Hall Bends was not what I had been expecting to be doing before the race! Luckily this element of surprise seemed to work both ways, surprising both me and the cars I overtook!

I managed half a dozen overtakes on track and inherited two places through strategy, I also lost a place to a much faster driver. This resulted in me being P6 with about 20 minutes to go with a 20 second gap to P5.

I chased down P5 for about 10 laps before meeting him on the long uphill straight up to Park corner. I got the inside and made the move stick! P5 felt a bit surreal, and I was conscious that P6 wouldn't be giving up. I had a fantastic race with VEC Motorsport for a few laps before opening a gap.

We ended up finishing 2 seconds behind P4, a fantastic result for such a new team.

The feeling in Parc Fermé at the end of the race was one I'll never forget. Pulling the mean tangerine alongside a cheering team in their black and orange Grid Finder kit felt like a bit of a dream. My first taking the chequered flag is not an occasion I'll forget in a hurry.



I got out of the car and went straight over to the VEC Motorsport driver I'd been battling with to shake his hand and compliment his driving. The whole paddock was buzzing at the end of the race, everyone crowding around their drivers to discuss the on-track action and explain the complicated maths the proved that they should have actually been [insert much higher position here] at the end of the race.

Overall, the team had a fantastic weekend. We welcomed Jem to the team, learned a load about endurance racing from her and Tara, gained experience as a team and topped it off with a P5 finish.

Our next race is Anglesey which will bring new challenges: driving in the dark and driving in the rain (probably!).

As always thanks to everyone for making this all possible. Thanks to Graves Motorsport to providing a competitive car (and spare clutch!), thanks to the marshalls for keeping the track safe for us and thanks to the organisers at EnduroKA for putting together such a friendly series.

The mean tangerine will be back!



GRID FINDER



The club racing revolution is here with Turismo X! The championship rises from the ashes of the now defunct MSVT Supercup, providing a competitive platform for drivers to battle it out for glory across six rounds of intense racing action. With relatively open technical regulations and an impressive 2022 calendar, Turismo X offers plenty for its competitors both on and off the track.

The revolution arrived at its opening round at Silverstone with much hype and anticipation surrounding the championship, as illustrious prizes await race, class and overall winners – including a prize car for the overall championship victor! Adding to the excitement is new-for-2022 Class X, which enables cars up to 300 bhp/tonne to compete across some of the finest tracks the UK has to offer.

Last time out, it was Mark Lee (SVG Motorsport) who earned the honour of topping Turismo X's first ever SuperPole. The brand new qualifying format was an instant hit with both drivers and spectators and we look forward to welcoming SuperPole again at Anglesey. The culmination of SuperPole is a pole position shootout between the top ten fastest qualifiers, with each getting just one shot at one timed lap to put their machinery in the highest possible grid spot - creating huge excitement and drama before the race has even begun!

Bryan Bransom (Simon Green Motorsport) delivered a Silverstone masterclass in the inaugural Turismo X race, getting the jump on Mark Lee at the start and then leading every lap from there in his BMW E46 M3 CSL. However, the competitiveness of the grid became abundantly apparent in the second race of the day, with a number of differing drivers picking up class podiums and victories, including Jasver Sapra, who claimed the overall win in the second sprint race of the meeting.

To relive all the action and to view the race standings Silverstone, view our Turismo X website - www.turismo-x.co.uk

Anglesey's coastal circuit differs greatly from what TDT competitors experienced first time out at Silverstone and competitors will face a number of distinctive challenges – most notably the extremely popular 'Corkscrew', where the skill of both man and machine will be significantly tested.

As it stands, IP with Darkside are currently our overall and class S championship leaders, with Darkside Developments #6 and Mangoes Racing trailing in second and third respectively. AB Motorsport are the current leaders of Class X, with Darkside Developments #12 and Team Norfolk leading the way in Class A and Class B respectively. Given how close the point standings are after just one round, it'll be fascinating to see who comes out on top after round two.

NO.	TEAM	DRIVER 1	DRIVER 2	CAR	YEAR	CLASS
2	NJM Racing	Dylan Brychta	—	Seat SuperCopa	—	S
4	Steve Summers	Steve Summers	—	Lotus Elise	1995	A
6	Darkside Developments	Ryan Parkin	—	Audi TT TFSI	2017	S
11	IP with Darkside	Adam Blair	—	Audi TT TFSI	2017	S
12	Darkside Developments.	Scott Parkin	—	VW Golf TDI	2010	A
22	Mangoes Racing Turismo X	Darren Goes	—	Audi RS3 TCR	2018	S
28	Wolf Motorsport	George Jaxon	—	Volkswagen Golf Gti	2016	A
59	HT Racing	Andy Tate	Neil House	Renault Clio 172	2004	G
63	Finsport, Alex Tait Racing	Alex Tait	—	Ford Fiesta st	2013	G
66	Finsport	Richard Clarke	—	Honda Civic	2018	S
93	Knockout Racing	Kristian Goodall	Alex Baldwin	Honda Civic	2002	B

WWW.TURISMO-X.CO.UK

DESCRIPTION

Turismo X is a follow-on championship for Trackday Championship drivers and other more experienced competitors in higher performance production and production based sports and saloon cars. Further details can be found on the website. Each round consists of a 25 minute qualifying session followed Turismo X's SuperPole and two 20 minute races. Qualifying, SuperPole and the races take place on the same day.

SPECIFICATION

The regulations for the championship are reasonably relaxed, so that most cars that have already been developed for track days will be eligible. No more than 300 bhp per tonne. Minimum weight of 600kg (post race and with driver). 4WD vehicles are not permitted

Class X 241 - 300 bhp/tonne
Class S 206 - 240 bhp/tonne
Class A 176 - 205 bhp/tonne
Class B Up to 175 bhp/tonne

POINTS AND REWARDS

Points will be awarded to competitors listed as classified finishers in the final results as follows: 30, 27, 24, 20, 18, 16, 14, 12, 10, 8, 6, 4, 3, 2, 1, plus up to 3 for qualifying position in class, and 1 for single fastest lap in the or race. A maximum of 5 points will be added for cars beaten in class, and up to 5 for cars in higher classes.

TEAMS

Teams can be made up of two drivers or solo entries.

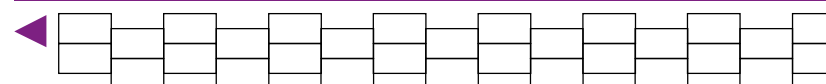
2022 CALENDAR

24 April	Silverstone (Nat)
2 June	Anglesey (Coastal)
2 July	Snetterton (300)
10 September	Oulton Park (Int)
29 October	Donington Park (Nat)
19 November	Brands Hatch (Indy)

WEBSITE

www.turismo-x.co.uk

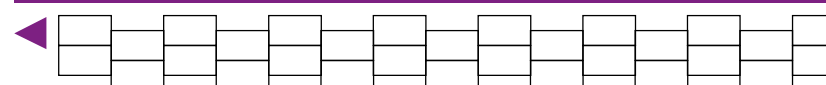
GRID POSITIONS – RACE 1



RACE RESULTS – RACE 1

1st...../ 2nd...../ 3rd...../ 4th...../ 5th...../ 6th...../ 7th...../ 8th.....

GRID POSITIONS – RACE 4



RACE RESULTS – RACE 4

1st...../ 2nd...../ 3rd...../ 4th...../ 5th...../ 6th...../ 7th...../ 8th.....



Trackday Trophy is a series designed for production and production-based saloon, hatchback and sports cars - with an emphasis on having fun! The third round of 2022 sees the series head to a circuit it hasn't raced at for ten years – Anglesey.

Following an electrifying second round at Cadwell Park, anticipation levels amongst drivers and the wider paddock couldn't be higher and this has only been heightened by a visit to a track that many will be racing at for the first time. With its stunning location, overlooking the Irish Sea and Snowdonia mountain range, the circuit provides the perfect backdrop for drivers to test themselves, and their machinery, to the very limits.

Last time out it was a commanding performance from Michael Rawlings and David Zakrzewski of Dubshack Motorsport, as they converted pole position to the race win. There was plenty of on-track battles throughout the field though and the competitiveness of the entire grid this year is obvious for all to see. Damian Chrupczalski and Wayne Cockerill both put in solid drives of their own to join the Dubshack duo on the Class C podium, while it was Alex Read and Connell/Nolan who secured the Class B & D wins respectively. We expect Anglesey to be a highly entertaining, closely-fought round and there are a large number of drivers who could challenge for the podium places.

To relive all the action from Cadwell Park, you can read our race report on the Trackday Trophy website - www.trackdaytrophy.co.uk

Trackday Trophy will continue to run its established Qualifying and Race Format in 2022, with a 25-minute qualifying session preceding a 45-minute race on the same day to reduce overnight costs. The races are designed with a mandatory pit stop, meaning that the opportunity to have two drivers in the team to share the cost (and excitement!) remains facilitated.

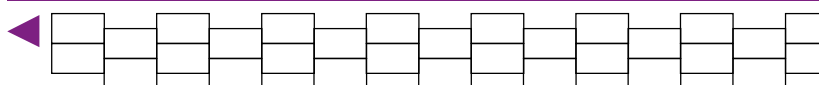
Historically, TDT regulations have required at least one of the possible two drivers per team to be a novice (with fewer than six previous races), but following a revision of the rules this is no longer the case. This exciting change now means that all of our new drivers and teams can share the knowledge and experience of the existing crop of racers.

Alongside Anglesey, TDT continues to visit some of the UK's finest circuits including: Brands Hatch, Silverstone, Cadwell Park, Snetterton and Donington Park – each of which presenting drivers with unique challenges and the chance for some fantastic racing.

NO.	TEAM	DRIVER 1	DRIVER 2	CAR	YEAR	CLASS
1	Alister Esam	Alister Esam	—	Mazda MX-5	—	D
2	MS Motorsport	Matthew Hibberd	Stefan Marsh	BMW MINI	2005	B
3	Boreham Motorsport	Martyn Adams	Rob Adams	Mazda MX-5	2007	D
4	OJM Racing	Oli Moss	—	Renault Clio 182	2004	G
11	Boreham Motorsport #11	Chris Warrick	—	Mazda MX-5	—	D
12	Evans MOT	Paul Evans	Lee Currie	—	—	D
15	Boreham Motorsport #66	Steve Farrington	—	Mazda MX-5 MK3	2007	D
20	Boreham Motorsport #20	Jude Worley	—	Mazda MX-5 MK3	2007	D
21	Aindale Racing	Wayne Cockerill	—	Toyota Celica	1999	C
23	SW Motorsports	Tim Evans	Lee Cumming	Audi TT	2007	G
28	GL Auto Services Ltd	Aaron Lali	—	Ford Fiesta	2007	C
29	Briscall Motorsport	Lee Briscall	Ian Briscall	Renault Clio	2003	C
31	Wide Boy Racing	Howard Hunt	Martin Slingsby	Rover 45 V6	1999	C
32	NJM 3	Roger Everett	Alex Wright	Seat Leon	2013	G
41	Dubshack Motorsport	Michael Rawlings	David Zakrzewski	BMW E36	1994	C
49	Assetto Corse Racing	Darrin Robinson	—	Abarth Assetto Corse	2008	C
61	Over The Crest Racing	Graham Waterhouse	—	Honda Type R	2002	G
65	Boreham Motorsport #65	Steve Wiggins	Steve Hyde	Mazda MX-5 MK3	2006	D
66	Boreham Motorsport #66	Jack Hargraves	—	Mazda MX-5 MK3	2011	D
71	GS Racing	Gareth Sockett	—	Renault Clio 182	2005	C
72	Over The Crest Racing	Chris Stone	—	Honda Civic	2004	G
88	D.P.service RACING	Damian Chrupczalski	—	Honda Civic	2009	C
93	Knockout Racing	Kristian Goodall	Alex Baldwin	Honda Civic	2002	C
95	Merrills Motorsport	James Merrills	Ben O'Hare	Mazda MX-5 Mk1	1989	D
97	Scuderia Dave	Dave Connell	Dave Nolan	Mazda MX-5	2006	D
121	On the spot racing	Gary Smith	—	MX-5 Mk 1	2006	D
144	Hobson Racing	Sarah Hobson	—	Toyota Celica	1999	B
150	HamerTime Motorsport	Julian Hamer	—	Mini Copper S	2006	C
176	Rob Phillips	Rob Phillips	—	Honda Civic Cup	2005	G
227	Paul Sheard Autosport	Niel Luke	—	Mazda MX-5	2012	G
228	Paul Sheard Autosport	Josh Poulain	—	Mazda MX-5 Mk 3	2006	G
252	RC Graphix Racing	Richard Cooper	—	Mazda MX-5	2006	G

WWW.TRACKDAYTROPHY.CO.UK

GRID POSITIONS – RACE 2



RACE RESULTS – RACE 2

1st...../ 2nd...../ 3rd...../ 4th...../ 5th...../ 6th...../ 7th...../ 8th.....

DESCRIPTION

Trackday Trophy is a series designed for production and production based Saloon, Hatchback and Sports cars. Aimed at trackday drivers, TDT is designed to help introduce newcomers to the world of motorsport.

RACES

Races are designed for teams of two drivers so that the costs of running the car can be shared, together with the excitement! Classes are determined on a power-to-weight ratio and each event consists of 30 minutes practice/qualifying, followed by a 45 minute race, both of which will take place on one day to reduce overnight costs.

The MSVT Trackday Trophy is run as a series, so there are no championship points.

SPECIFICATION

Cars must be fully compliant with Motorsport UK regulations (roll cage, fire extinguisher and cut-off switches) but the regulations for the series are reasonably relaxed, so that drivers who have already developed cars for trackdays without having to follow a set of regulations will still be eligible.

CLASSES

Class B 151 - 175bhp/ton
Class C 126 - 150 bhp/ton
Class D up to 125 bhp/ton
Class G - Guest Class

2022 CALENDAR

24 April Silverstone (Nat)
22 May Cadwell Park
2 June Anglesey (Coastal)
2 July Snetterton (300)
13 August Brands Hatch (GP)
18 September Donington Park (GP)
19 November Brands Hatch (Indy)

WEBSITE

www.trackdaytrophy.co.uk



Trackday Championship (TDC) returns for an eighth consecutive season in 2022! With its competitive racing and friendly paddock, the Championship remains one of the most highly regarded competitions for production saloon, hatchback and sports car racers in the UK.

The third round of Trackday Championship will be hosted at the stunning, coastal circuit of Anglesey. This will be the first ever time the championship has visited the Welsh circuit and it will be fantastic to see the grid wind their way around the clifftops.

The story of TDC so far this year has been the success of John Lyne (Tylah Motorsport). Having put in a stellar effort to take the top step in the opening round at Silverstone, John then rose from seventh on the grid at Cadwell to take the checkered flag first and secure back to back wins for Tylah Motorsport. Strong, consistent performances by Team Norfolk and Apple Car Centre have earned them third and fourth in the Championship, while Dan Abbit's victory last time out has seen him take control of the Class C standings. In Class D, its Fiesta_Clubracer out in front, just narrowly ahead of round one class victor Copes & Convertibles.

You can relive all the excitement of the second round of TDC at Cadwell Park by reading our race report on our TDC website: www.trackdaychampionship.com.

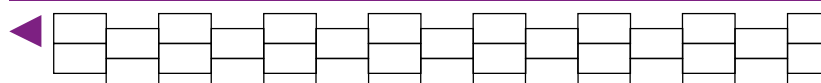
2022 continues to be a really exciting year for Trackday Championship, both on and off the track. As ever, there's a wide range of diverse machinery shaping up to form the grid, with many new faces lining up amongst championship veterans for their shot at TDC glory. The Championship's popular and successful format remains in place for this season, with a 25-minute Qualifying session preceding a 45-minute race on Saturday. The race itself will include a mandatory two minute pit stop for all teams.

This trip to Anglesey has caused tangible excitement across the grid and offers many competitors their first opportunity to take on the Welsh track. Alongside Anglesey, TDC continues to visit some of the UK's finest circuits including: Brands Hatch, Silverstone, Cadwell Park, Snetterton and Donington Park – each of which presenting drivers with unique challenges and the chance for some fantastic action on track. With generous prizes on offer for competitors and class champions, there's even more motivation for drivers to secure the top bragging rights.

NO.	TEAM	DRIVER 1	DRIVER 2	CAR	YEAR	CLASS
1	Alister Esam	Alister Esam	—	Mazda MX-5	—	D
2	MS Motorsport	Matthew Hibberd	Stefan Marsh	BMW Mini R53	2005	B
10	FrogJam Motorsport	Freddie Pummell	James Robinson	Renault Clio 182	2004	C
11	Boreham Motorsport #11	Reece Warrick	—	Mazda MX-5	2013	D
12	Pro-Am Racing	Chris Dunster	Jack Kemp	Renault Clio	2005	C
22	Mangoes Racing TDC	Darren Goes	—	Renault Clio	2018	C
25	Greenstar Racing	Rob Burnham	—	Ford Fiesta ST	2005	D
26	Ronan Quinn Racing	Ronan Quinn	—	Ford Fiesta ST	2005	D
32	NJM 3	Roger Everett	Alex Wright	Seat Leon	2013	G
36	McKee Motorsport	Sam McKee	Rob Dowsett	BMW E36 328i	1997	C
38	Fiesta_Clubracer	Henry Wright	Kevin Glover	Ford Fiesta ST150	2005	D
44	Apple Car Centre	Jordan Honeybone	—	Renault Clio	2017	B
53	Team norfolk	kevin stirling	—	Renault Clio RS	2016	B
59	HT Racing	Andy Tate	Neil House	Renault Clio 172	2004	B
65	Boreham Motorsport #65	Steve Wiggins	Steve Hyde	Mazda MX-5	2006	D
69	Driven Motorsport	Jon Dundee	—	Ginetta G40	2012	D
71	Tylah MotorSport	John Lyne	Alfie Hyde	BMW E36	1997	B
88	Unique. Racing	Russell Sargent	Mark Russell	Renault Clio	2014	B
89	Unique Racing	Charlie Palk	Adrian Pottinger	Renault Clio	2013	B
92	Abbitt Motorsport	Dan Abbitt	—	Honda Integra DC5	2003	C
95	Merrills Motorsport	James Merrills	Jonathan Ogden	Mazda MX-5 Mk1	1989	D
98	Unique Racing	Adrian Pottinger	Charlie Palk	Renault Clio	2005	C
99	Coupes & Convertibles Racing – BDS Motorsport	Jamie Jeffrey	—	BMW Z3	1998	D
172	Tylah MotorSport	Alfie Hyde	—	Renault Clio	2004	B
176	Rob Phillips	Rob Phillips	—	Honda Civic Cup	2005	G
227	Paul Sheard Autosport	Niel Luke	—	Mazda MX-5	2012	G

WWW.TRACKDAYCHAMPIONSHIP.CO.UK

GRID POSITIONS – RACE 3



RACE RESULTS – RACE 3

1st...../ 2nd...../ 3rd...../ 4th...../ 5th...../ 6th...../ 7th...../ 8th.....

DESCRIPTION

The Trackday Championship is the graduate championship for Trackday Trophy drivers and other more experienced competitors in production and production-based sports and saloon cars. Further details can be found on the Trackday Championship website.

RACES

Races are designed for teams of two drivers so that the costs of running the car can be shared, together with the excitement! Classes are determined on a power-to-weight ratio and each race will be 45-minutes in length and preceded by a 30-minute qualifying session. These races will include a pit stop and allow for driver changes.

POINTS AND REWARDS

Points will be awarded to competitors listed as classified finishers in the final results as follows: 30, 27, 24, 20, 18, 16, 14, 12, 10, 8, 6, 4, 3, 2, 1, plus 1 for single fastest lap in qualifying or race. A maximum of 5 points will be added for cars beaten in class.

TEAMS

Teams can be made up of two drivers or solo entries. All teams must complete a pit-stop during the pit-stop window of between 15 minutes and 30 minutes into the race. All teams must complete two minute pit stop.

SPECIFICATION

Regulations for the series are reasonably relaxed to accommodate a wide range of vehicles.

CLASSES

Class B 151 - 175 bhp/ton
Class C 126 - 150 bhp/ton
Class D up to 125 bhp/ton
Class G - Guest Class

2022 CALENDAR

24 April Silverstone (Nat)
21 May Cadwell Park
2 June Anglesey (Coastal)
2 July Snetterton (300)
13 August Brands Hatch (GP)
18 September Donington Park (GP)
19 November Brands Hatch (Indy)

WEBSITE

www.trackdaychampionship.co.uk

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

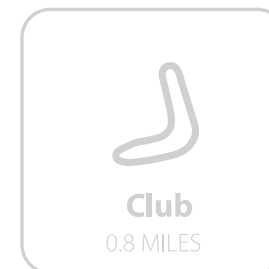
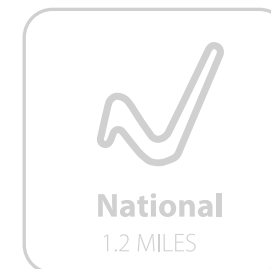
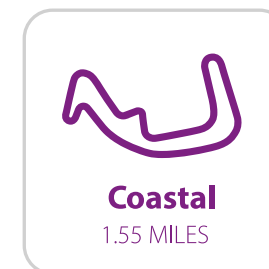
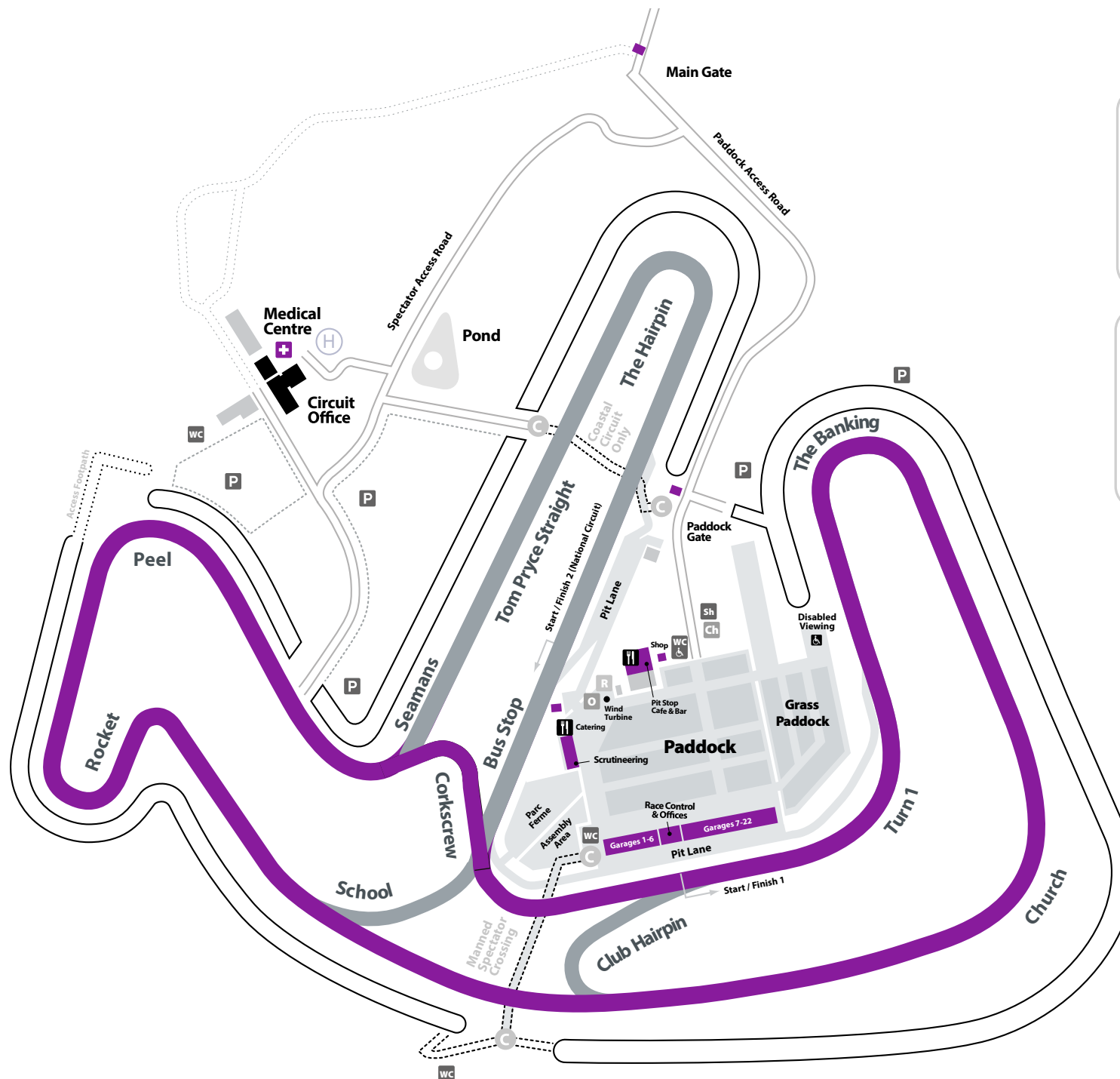
Warning to driver that his/her behaviour (e.g. corner cutting) is suspect and he/her may be black flagged.

BLACK

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

BLACK & WHITE CHEQUERED

End of the race.



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



BRANDS HATCH • DONINGTON PARK • OULTON PARK
SNETTERTON • CADWELL PARK • BEDFORD AUTODROME

TAKE YOUR OWN VEHICLE ON TRACK

WITH A MOTORSPORT VISION TRACKDAY

- MSVT is the in-house trackday organiser of MotorSport Vision
- Join other like minded enthusiasts on track with your own car or bike
- Tailored events for all levels of experience from novice to advanced
- Expert on track tuition to make you faster and safer

GO RACING
WITH MSV TRACKDAYS
CREATED BY RACERS.
FOR RACERS.



f FACEBOOK.COM/MSVTRACKDAYS

t @MSVTRACKDAYS

MSVTRACKDAYS

**SOCIALISE WITH
MSV TRACKDAYS**

MSVTRACKDAYS.COM 0344 225 4424

