

# SPORTING CAR CLUB OF NORFOLK

## Spotlight

The Newsletter of the Sporting Car Club of Norfolk (SCCON)

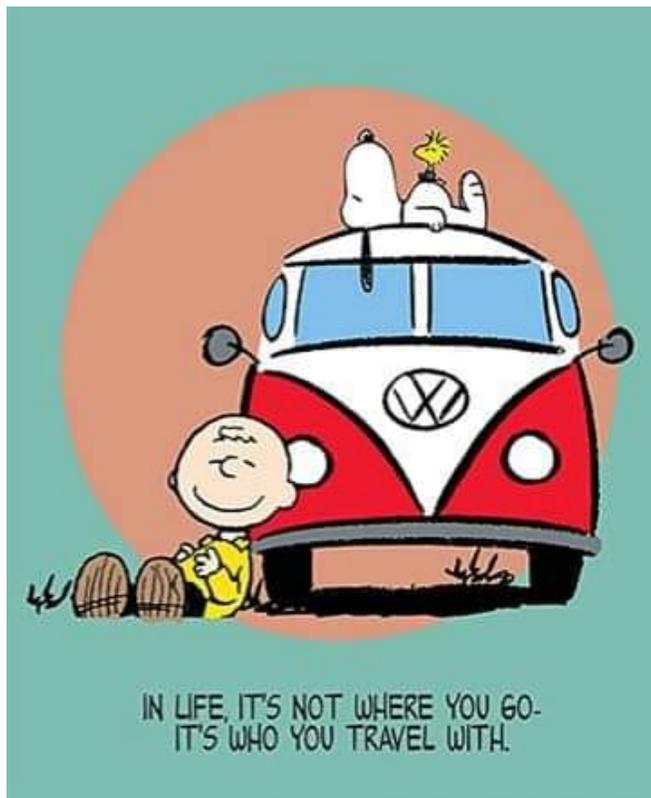
OCTOBER 2023



### EDITORIAL

The views I express here are my own, some will agree with them some will not.

They are meant to inform and advise the membership of what motoring / motorsport events are going on in the area as well as report on recent events locally. Do you have any views on any of the events or even the things that Motorsport UK regulate? Please let me know



## Ilkley Jubilee Historic Rally - 3 September 2023



At last a top ten result which has eluded me since Jim Deacon and I won the Ross Traders in July 2014, finally appeared. David Mann and I competed on the Ilkley Jubilee last weekend and achieved 7<sup>th</sup> overall and first Expert crew. I realise it is not in the same league as David winning the National Manx Rally, but it seemed like it yesterday evening. It was a very challenging day with the usual ups and downs but with lady luck's help we cracked it.

The event was based in the top left hand corner of Map 99 and used a significant portion of the Catterick Army training ground and also the tracks on a vast farming estate in the area. There were ten Tests on these private tracks and eight Regularities, four on public roads and four on private land.

A field of 58 crews, including fellow SCCoN folk Hugh Garnish and David Bell (Fiesta mk1) set off on a bright sunny Yorkshire morning to the first of three tests and two Regularities before Coffee. The short run out from the Leyburn Auction Mart start took us to the first of two Tests on Catterick camp, being a mixture of surfaces from concrete, gravel and grass. Both Tests went OK without any mishaps being 11<sup>th</sup> on the first and 14<sup>th</sup> on the second. From here it was straight into the first Reg which was a tulip Jogularity on the camp, this being all gravel surface. Never my favourite set of instructions as the tulips junctions can come very quickly perhaps only 0.01 mile that's 17.6 yards or approximately 17 metres in new money and can be very trying for both driver and navigator. We soon had some hesitation when an instruction after 0.41 mile did not appear to make sense and we hesitated and meandered around a few yards before we seemed to be on the right route which added doubts I'd missed a loop, but eventually an ITC appeared, and it was the first, so big sigh of relief. We picked up a 25 late penalty here, but from then on it was not too bad, just go as quick as possible to the next ITC which is where David came into his element and looking at the results we were actually three seconds early, which was a first for me having never been early at an ITC on one of these types of Regs before! The rest went well too with no mistakes and we even had another early penalty, but 16 this time, getting a bit too enthusiastic now. We were 13<sup>th</sup> on this one.

Next up Test 3 which was more of the same but I called a wrong slot on this one which gave us a near Test maximum. My excuse is that it was just after we had passed a car that had gone off and I lost my concentration – well that's my story and I'm sticking to it guv.

Reg 2 was the first on the public road and a more traditional format. The handout at MTC1 was grid square departs with six speed changes and ran south from Catterick ranges to Leyburn and

the coffee break. There was one NAM (not as map) around a weighbridge, but that was found ok with its ITC and all went well, and were 13<sup>th</sup> on this one.

We arrived at coffee and folks started talking about the missed Route checks and my heart sank. Apparently, there was one on the first Regularity by a "Tank Trap", and another on the link section from the end of Reg 2 into coffee. Well these are our nemesis and we had seen neither. The road-book had stated all Route check and Passage checks would be identified by a "red stamp board". Well we had not seen any and the fellow competitors I spoke to said there were none. So by this time I was well wound up and off I trotted to the Competitor Liaison Officer and explained the situation, and implied I would be putting my £50 official protest fee down if they were not scrubbed from the results, "hmm" was the reply, "I think you need to fill in a Query form" which I duly did at lunch. To be continued.

Anyway this took up my 15 minute coffee break so I missed that.

Now we were off to the farm complex for Reg 3, another private land Jogularity which ended up being two partial laps of farm tracks and finishing on the public road. When we got to the end we had apparently missed a manned passage check.....where? Well it turned out that the guy in a tee shirt standing at a Tee left when we joined the "merge" was actually a PC marshal, again without a "red stamp board", so we had just ignored him.....more of this later. The penalties were pretty good, 19<sup>th</sup> on this one too, so still smiling.

Reg 4 was more traditional navigation again, being a descriptive list of map features e.g. "cross the River Cover as far upstream as possible on map 99" and finished with "you should pass through 34 green dots" This was provided at documentation the night before so after some conflag with David we finally deciphered the route with eight speed changes over 15 miles. It started just after Test 3 finish so still in the farm complex and wandered down the western edge of map 99 to finish at East Witton. This went much better and we were 6<sup>th</sup> on this one.

A short transit took us to the start of Reg 5. This was another pre-plot provided at documentation being an all roads herringbone with 39 bones and nine speed changes at various bones. The all roads included 100 metre drives to houses! It was about 13 miles with three ITCs and went south from Abbey Hill and used some very steep, narrow and twisty roads though Liton to finish north-west of Masham. This was our best Reg and we finished 4<sup>th</sup>, happy days. So it's off to lunch and more plotting for Reg 8; I do wish the organisers wouldn't do that. It was coloured roads only except where instructed. The second and third instructions included whites, but this time it ignored all the short or dead end ones which caused me a little worry to start with, but after that it went on the map OK with just time for a quick cuppa before the off to tackle five more tests and three Regularities.

Test 5 was the first half mile of the previous Reg 3 being along a piece of gravel 3-ply (gravel with a grass strip up the middle) and this was all over very quickly and we were 6<sup>th</sup>. Then a short transit to Test 6 a figure eight around some "sludge tanks" all on gravel, and used on the last year's event, so we knew what to expect and had a great time being 4<sup>th</sup>. David really showing that although we have a heavy old car it he can certainly make it pretty competitive. We were beaten by Porsche 911, Datsun 280Z, two Toyota Corollas, Toyota MR2, and Hugh in his Fiesta, but best of all we beat the current star, Dan Willan in his all-conquering Ovlov PV544 by 1 second!

Test 7 was a typical car park layout on Tarmac and mud. Last year we made a complete pigs ear of this so this time we were determined to get it right, and fortunately we did and finished 10<sup>th</sup>.

Test 8 was a 95% repeat of Test 3, where I called a wrong slot, so again we were determined to do better, but so was everyone else but at least we were and finished 9<sup>th</sup>. This was like a mini forest stage in amongst the trees and very enjoyable even though it did have a route check board, although still without a red stamp board!

Now it was time for another off road Regularity, #6 back on Catterick camp. Defined by tulips over 4.4 miles with 9 speed changes, although only the starting speed needs to be adhered to as the rest of the time it's a case of fast as possible, as there is so much time lost at each ITC. Our penalties over the three ITCs were 6 early, 10 late and 12 early, but how the top ten guys manage to find enough time to manage the time and get zeros or 1 and 2s is beyond me at the moment, but something to aim for now. 😊 We were 12<sup>th</sup> on this one so not too shabby.

Test 9 was a repeat of Test 1 completed safely and 16<sup>th</sup> so obviously the other folks had learnt it.

Test 10 was a repeat of Test 2 and we improved a couple of places this time to 12<sup>th</sup>

Now it was time for the sting in the tail Reg 7 which was a typical 12 car grid. The grid we had at documentation, but the instructions were provided piece meal at passage checks and ITCs. The grid was A to F horizontal and 1 to 9 vertically. Each square of the grid gave an instruction or feature on the map to pass through. I made a complete a\*se of the first speed change misunderstanding what the instruction meant not realising the speed change applied from the start and not from the first ITC. By the time I realised my mistake we could not make up the lost time before the first ITC and we were very late, but fortunately it was cancelled, and also the next ITC as the marshal was in the wrong place, strange. The last ITC was kept and we were 27 early what a horrible Reg, glad that's over we were 18<sup>th</sup>.

The last Reg used easy yellows but with lots of speed changes at various junctions, although the white it used after the first couple of miles actually had a gate which need to be opened and shut, something I've not experienced before, but obviously intended, as it was not scrubbed in the results. It started south of Bedale went via West Tanfield and finished back Newton-le-Willows. This went quite well and we finished 7<sup>th</sup>.



I've been mentioning where we finished on each of the Test having analysed the results at home, as we obviously did not know at the time. In fact, when we got back to the finish and David was looking at the provisional results on his mobile he could not find us as he was looking in the teens and twenties!. We were both pleasantly surprised to find ourselves in the top ten!

Hugh and David did not have a trouble free run sliding off on the first test and losing some time and then hitting a big rock on Reg 5 meant they ended up 15<sup>th</sup> although they did beat us by five places on the Tests.

This was a very demanding event with the focus on the Catterick ranges and the private farmland. It was a shame some of the detail was lacking especially with the route checks and passage checks. My query was upheld and the PC on one of the tests and all the morning route checks were scrapped, although I see in the results that some folks received penalties for missing route checks in the afternoon. I'd have made sure these were scrubbed too if we'd missed one, so I think that was a bit naughty.

Well it's off to the Dansport in Derbyshire next month with an evening section in the dark on Saturday and then a full day of rallying on the Sunday. The car needs fettling and the spot lights fitted before then so plenty to keep me occupied.

David and Ian, car 24

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## MGJ Engineering Circuit Rally Championship 2023 / 2024



We are delighted to welcome Witham Motorsport Oils as a new sponsor to the championship.



The popular Circuit Rally Championship returns for 2023.24 with some exciting tweaks to the successful format of previous years. Thanks go to Mick Johnson of MGJ Engineering for continuing to sponsor the championship, while Motorsport News will carry on in its capacity as the Championship's Media Partner.

It's great to have **Witham Motorsport** joining the Championship this year as our specialist lubricant partner. Richard Scarbrough, Sales Director said "We are on hand to discuss all things oil for the drivers and teams, from high performance motorsport lubricants to reliable top quality classic oils, coolants, brake fluids, and transmission fluids. "Rallying creates heavy stress on cars and engines and we know what a difference good quality products can make. We wish all the drivers and teams safe and fantastic competition over the season ahead."

We're also delighted to see Richard on the entry list for round 1.

**The Witham Group.** [www.withamgroup.co.uk](http://www.withamgroup.co.uk)

## The 60th Anniversary of a European Motoring Adventure

The first car I ever drove when I was fifteen years old was my Auntie Olive's duck-egg-blue Fiat 500. Olive was my Grandma's older sister and she said "*Peter, you like cars; have a go in my new Fiat*", and she threw me the keys. So off I went with no driving licence, no insurance and no instructor. At the end of my drive, I had a huge smile as I put the little Fiat safely back inside Auntie's narrow garage. More recently I discovered that something similar had happened to my Uncle John, my Dad's brother. Before the war Olive had a timber bungalow in Brittany that she had built with some local friends, Jean and Blanche Rainer. It was always open-house for family members to stay there. Before he died in 2012 John told me that, before he was legally old enough to drive, Olive encouraged him to learn to drive her light blue 1936 Hillman Minx, on his own, around the quiet village of Kerhostin so he could go and do the grocery shopping for the family. She told him "*If the Gendarmes stop you, keep speaking to them in English and don't you dare say a word of French. They won't know what to do and then they'll let you go*". John was very tall and looked older than he was. He was never challenged, so Olive's theory was never put to the test and he drove many miles on his own with no insurance!

In 1917, Olive had cycled the 240 miles from Stockton-on-Tees, with her six-year-old son on the back of her bike, to look for work. Then in the 1920s she rode her Ner-a-Car motorcycle to visit Brittany with her son (who by then was then fifteen) riding pillion. Back in London, her Ner-a-Car caught fire in the Blackwall Tunnel, whereupon the Police had to close the tunnel. In 1936 she towed her little wooden caravan over the Alps from Austria to Italy behind her 1185cc Hillman Minx, stopping every so often to let the engine cool down. In Italy they didn't believe her when she told them where she'd come from! In the 1960s Auntie Olive lived in Swanage, Dorset and she swam in the sea every day until well into her eighties! That gives a flavour of the redoubtable little lady that my Auntie Olive was.

But this story is about a two-month-long motoring adventure by her grandson (my second cousin) Nigel Roberts who was nineteen years old at the time. Nigel's adventure took place exactly sixty years ago so it seems appropriate to tell his story now.

In 1963 Olive was running a Heinkel 3-wheeler bubble car, but at the time of Nigel's trip she was living and working in Australia. So she kindly let Nigel take the Heinkel from her garage in Swanage and borrow it for a motoring tour of Europe. He had just spent a year in north-east Ohio as an exchange student with the American Field Service (AFS), an organisation that promotes intercultural learning. Nigel travelled from the USA to Europe by ship, landing at Rotterdam from where he took the ferry to England, the country of his birth, though he had spent most of his life in South Africa.



Heinkel queuing for the ferry at Dover



Heinkel at the roadside in eastern France

In England, Nigel stayed with his brother Anthony then, after gaining possession of the Heinkel, he took a cross-channel ferry from Dover to Ostend on Sunday 18th August 1963. The following day he drove to Liège where he stayed two nights with an AFS friend. Then in a single day he left Belgium, and drove through Luxembourg and France to reach Switzerland: four countries in one day.

Just over the Swiss border, Nigel stayed at the Youth Hostel in Basel. But the following day, only an hour after leaving Basel, the Heinkel's engine wasn't running properly so he took it to a road-side garage where they repaired the throttle system. They only charged him 2.20 Swiss Francs which was slightly over £1 Sterling.

While staying at Grindelwald, Nigel hiked for four hours up the lower slopes of the Eiger from where he took a photo of the North Face of the Eiger, first climbed in 1938. The 13,015 feet/ 3,967 metres high summit was shrouded in cloud. Nigel investigated taking a guided climb to the summit of the Eiger (not via the North Face!) but when he learned that the cost would be £85 he decided not to. As a comparison, in 1963 you could buy a new Trojan bubble car (a British-built Heinkel) for £369.

On 24th August Nigel drove to Zermatt at the foot of the Matterhorn (14,692 feet/ 4,478 metres) that was first climbed by Edward Whymper in 1865. He stayed at the Zermatt Youth Hostel from where he climbed to the foot of the Matterhorn and took this photo. He had hoped to attempt a climb to its summit but the weather worsened which precluded that idea.



Nigel has retained his interest in mountains and he has since climbed the highest peaks on five of the world's seven continents!

Then three Americans arrived at the Youth Hostel. Bill Kilbourn, Gary Wells and Dave Prigge were twenty and twenty one years old and had an old Belgian-registered Citroen 2CV. Nigel teamed up with them straight away but, before leaving Zermatt, he incurred a fine of 47 Swiss Francs (about £22 in 1963) for using a road designated for 'local traffic only'. That made a big dent in his budget.

On 31st August, Nigel drove through four countries again; this time they were: Switzerland, Lichtenstein (only 61 square miles in area), Austria and Germany. Because he was the only one insured to drive the Heinkel, Nigel drove it all the time while the Americans took it in turns to passenger with him. In Germany they visited the Munich Beer Hall where there were signs warning of dire consequences for taking a stein (or as the Germans had translated it "a stain") out of the hall. Somehow Nigel has an HB-Stein souvenir in his home in New Zealand today! They all went for a swim in Munich's public swimming pool where they were able to get properly cleaned up in the showers. On a more serious note they visited the Dachau concentration camp where the crematorium ovens had hardly changed over the previous eighteen years. Then they returned to Austria to visit Innsbruck. Just before leaving Austria they had to visit a doctor in Bludenz because Dave had sustained a badly burnt foot when some boiling water was accidentally spilled on him.

After re-entering Switzerland on Wednesday 4th September, they tackled the St. Gotthard Pass over the Alps to Italy. In wet and windy conditions, the steep hills with their innumerable twists and turns were quite a challenge for the Heinkel's 174cc air-cooled single-cylinder 4-stroke engine that only produced nine horsepower. The little car's top speed was just over 50mph but it would slow considerably at the first hint of an uphill gradient. During Nigel's trip the rather vibratory engine wasn't reliable, suffering many problems affecting mainly the carburettor (which eventually broke in Marseille) and the spark plug.



Heinkel and Citroen at the roadside in Lichtenstein



Bill Kilbourn with Heinkel at the St. Gotthard Pass

In Milan Nigel met up with Alessandro Subisi, another friend from the AFS in Ohio who took them round Milan's huge cathedral and Alessandro managed to blag their way past an elderly priest for a private viewing of Leonardo da Vinci's painting of 'The Last Supper', which is kept in the refectory of the Dominican Convent of Sante Maria Delle Grazie. The Americans were motor racing enthusiasts so they drove the short distance to Monza to watch the Italian Grand Prix. By entering the circuit the day before the race, they were able to set up their camp-site and watch the racing at no cost. The 3-hour World Sports Car Race was won by Roy Salvadori in an Aston Martin DP214. Jim Clark won the Grand Prix in his Lotus 25, clinching the World Championship for Drivers too. For the post-race parade lap, Colin Chapman rode astride the back of Jim Clark's Lotus, also collecting Clark's team-mate Mike Spence whose Lotus had lost its oil pressure near the end of the race.



Their campsite in the grounds of Monza Circuit



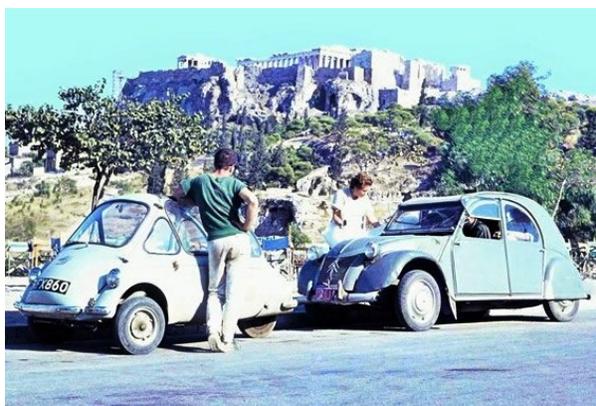
Jim Clark's Lotus-Climax on his victory parade lap

On the day after the Grand Prix, the quartet drove to Venice, where they saw the usual tourist attractions and stayed at the very inexpensive Youth Hostel. Surprisingly it served alcohol and Nigel drank far too much Cinzano. His hangover the next morning was so bad that Bill drove the Heinkel (uninsured) to Trieste where Dave and Gary had their passports and travellers cheques stolen. They had to go back to Venice to sort things out and get replacement travellers cheques.

Then it was off to Yugoslavia, travelling through the major cities of Ljubljana, Zagreb, Belgrade and Skopje. Today these are the capitals of the newer countries of Slovenia, Croatia, Serbia and Macedonia. Near Zageb they all slept in the open air beside the cars, something they would repeat several times. They found Skopje to be in a dire state, having been hit by an earthquake only two months earlier that had killed a thousand people and reduced three quarters of the city to rubble.

They continued southwards to Greece and, on 16th September, reached Athens where they climbed the Acropolis to reach the Parthenon. The next day Gary and Nigel spent 3 hours trying to sell their blood to a clinic because their funds were running low, but the clinic didn't want their Type-A blood.

The next part of their trip was to sail for six and a half hours on the SS Despina to the island of Syros where they met Mr. and Mrs. Kontes who were the parents of Dave's neighbour in Los Angeles. After two days on Syros, they returned to mainland Greece and travelled to Corinth where they looked down to the canal in a gorge, deep below the surrounding land. From Greece they took a ferry via Corfu and across the Adriatic to Brindisi in Italy from where they headed northwards to Pompeii. The place where they parked for the night turned out to be a storm drain and heavy rainfall early on the 25th September caused the Citroen to be seriously flooded and the Heinkel to get very damp inside. After the rain they were able to see many of the extraordinary sights of Pompeii. Then they headed to Rome where they visited the Coliseum that could hold up to 80,000 spectators (eat your heart out O<sub>2</sub> Arena) and visited the Vatican City. Nigel parked the Heinkel right outside St. Peter's Basilica; something you certainly can't do nowadays. Heading north-west took them to the Leaning Tower of Pisa from where they followed the Italian coastline to Monaco. It rained for the whole time they were in Monaco and when they tried to go into the Monte Carlo Casino they were denied entry! So they drove round the Grand Prix circuit in the rain instead.



In Athens with the Parthenon behind in the distance



The fully-laden Heinkel in the garage in Toulouse

On 4th October they drove westwards along the French Riviera before heading inland to Toulouse. The Heinkel was by then consuming huge amounts of engine oil, needing a top-up at every re-fuelling stop. So they decided to spare it the drive over the Pyrenees. To make enough room for all four of them in the 2CV, they loaded the Heinkel with everything that they could manage without. Then they left the Heinkel at a garage in Toulouse for safe keeping. They crossed the Pyrenees to reach Spain on 7th October via the tiny Sovereign State of Andorra where they had a snowball fight, getting the snow from the tiny patches of snow that were still there.

They continued via Barcelona and Valencia to Madrid and on 13th October they watched no less than seven bullfights at the Plaza de Toros de Madrid. They returned to France via San Sebastian on the Bay of Biscay and then back to Toulouse to collect the Heinkel. Heading north through Limoges and Chateauxroux, both cars were now giving a lot of trouble. On 16th October they arrived at the home of Jean and Blanche Rainer (see page 1) in Tours where they were well fed and given beds for the night. The next morning Nigel split up with his American friends as he had to hurry back to Calais before his insurance green card (for driving on the continent) expired. He sailed for Dover on the MV Compiegne on 18th October. Nigel had driven nearly 6,000 miles through fourteen countries in two months in a 'less than ideal' vehicle - what an amazing adventure!

Back in England Nigel got a message from Olive asking him to sell the rather worn out Heinkel and he could keep anything he got for it over £100. Amazingly, a car dealer friend of his brother eventually sold it for £120. The four adventurers stayed in touch and they had a fifty year reunion in California in September 2013. And Auntie Olive?..... She bought another Heinkel!



The 1:2,500,00 scale map that Nigel Roberts used to navigate around Europe

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## RALLY NEWS



Photos: Ben Lawrence, Jakob Ebrey

**CHAMP EDWARDS SUPPORTS RUNNING ORDER CHANGES**

Three-time British Rally Championship title winner Matt Edwards has argued in support of change that has been proposed by Motorsport UK and says that road degradation is not such a big issue.

The 38-year-old told Motorsport News: "In my experience in most categories discussed in UK rallying, the most damaged road to drive on is a road after all two-wheel-drive cars who have predominantly driven on the same line.

"Four-wheel-drive cars open out the ruts more when drifting round corners and flatten it off. There are advantages and disadvantages of driving any car at any point in the field and I have no preference as I'm trying to upgrade an Escort to historic specification but am equally keen to kickstart rallying in a four-wheel drive."



**Edwards: no issues**

Mini Challenge has run at the front of the field

# MOTORSPORT UK PRESSES PAUSE ON RUNNING ORDER RULE CHANGES

*Governing body opens a period of consultation before alterations are made*

**By Paul Lawrence**

However, no changes will now be made before 2025 and a period of consultation will be opened.

In a statement issued to Motorsport News last Thursday, Motorsport UK stated: "Motorsport UK acknowledges the feedback from some members of the community regarding changes to the seeding order for gravel rallies.

"Our focus is to develop the sport in a way that paves the way for its future growth and remains enjoyable and accessible to all who wish to participate. We wish to encourage debate around how this future looks and to engage all stakeholders in such discussions.

"In light of specific feedback on the running order, we are pausing the implementation of the changes and will engage further with the community to arrive at optimal solutions."

The proposed changes, originally due to come into effect on January 1, would have only allowed under 1400cc cars, BTRDA Rally First cars and the small number of Category 1 (pre '68) historic cars to run in the first group in seeded order.

Presently, organisers can choose to run all two-wheel-drive cars in the first group and in reverse order.

Among those who would have been adversely impacted by the changes include John Goff, creator of the Mini Rally Challenge, who was about to release his 2024 championship regulations when he read of the planned changes.

He told MN: "It would have been impossible to run the Minis in the new format. Of the 11 events we had last year, nine of them would not have run without the Minis. We've got to protect and help the organising clubs. I've spent my whole life bringing people into rallying and I'm still doing it. We've got up to 25 cars for next year but if this change had gone ahead, there would be no more Mini Challenge."

## **Ecurie Royal Oak - Oaks Trophy Rally 2023**

The 9<sup>th</sup> September saw me heading down the M6 with the trailer in tow heading for the ERO Oaks Trophy Rally based in Rushton between Macclesfield and Leek. Another trip down south!! It had been a bit of a heatwave all week and the temperature read out in the Galaxy was saying 29 C as I headed over Thelwall Viaduct on my way to meet up with Barry “cros” Allman for our latest night time foray in to the lanes.

It was to be the second road rally outing for the rebuilt car having done the Highland Car Club’s Autumn Rally a few weeks before as a shake down event which didn’t include any whites so tonight was going to be the first time heading in to the whites of the Peak District and after having done the Rally of Derbyshire earlier in the year in Maggy’s ZR I had an idea that we might be in for some bumpy rides along the way.

I had a delay free run down the motorway for a change and headed to the trailer park through Congleton and then through some lanes until eventually finding where I needed to go and then finding out I appeared to be the first trailer there. Barry was already on the scene and after a brief unloading we took the car for scrutineering and noise before packing all the various paraphernalia in to the back of the 205 before heading off to the Knot Inn which was to be the event HQ. Signing on had been done electronically so Barry was able to pick up the documentation pack and set about marking up the maps with the black spots, quiet spots and rejoin points whilst I had a walk about enjoying the early evening sunshine and enjoying the crack amongst the other competitors and availing myself of my usual pre rally coffees.

We were running as car 27 so after the driver’s briefing at 9-40 we waited for our MTC0 time of 10-27 to pick up our first handouts. When we got our information we had pre-plot for the first part of the rally to petrol and after that it looked like being plot and bash although we did have plotting instructions for the first few transport sections after petrol. Once my initial confusion over the instructions was overcome we started our normal exercise of me reading out the plotting clues whilst Barry plotted them. The navigation wasn’t complicated and we were finished well before our due time at MTC1 of 11-27.

The event was being run with regularity timing and was to comprise 8 sections with around 7 or 8 intermediate time controls on each section. What we didn’t realise was that virtually all code boards would be followed by a stop at a marshal for a signature as well as the signed passage controls and DSO’s of which we were aware. The first competitive section saw us having to turn in to a field gate after only about 30 metres and then stop for a code board pretty soon after and then stop for a signature before heading through a split before having to stop at a PC before the merge where we were delayed as another car was heading in. With the hot dry weather of the previous week the dust from the car in front was blinding and I had to drop down on to dipped headlights to avoid being blinded by my own lights. With the dust clearing we made it around the rest of the test to IRTC1 and realised immediately that it was going to be a busy night.

I don’t usually remember much about road rallies as I just follow the instructions and information coming from the left seat and hope that we are heading in the right direction. The rest of the first section seemed to pass fairly well until we had our first re-route towards the end of the section as some irate local had decided to block the way. The second section started well but we were forced to re-route for a second time which cost us some time and saw Barry having to plot us a route to get to RFC2 and petrol.

When we arrived at petrol there didn’t seem to be as many cars there as we would have expected and, expecting to have to use petrol to make up time I was all set up for a “splash and dash” but we were told to take 20 minutes and then as we got ready to set off we were told to wait another 10 minutes before we could leave.

When we eventually got away from petrol we had a long run up north of Macclesfield before we got to RS3. This section was going well until another incident cut the section short and we got to RF3, picked up our handout for RS4 to RF4 and got it plotted quite quickly before arriving at RS4. This section went pretty well with no diversions and we got all the NAMS despite some reversing being required as some were a bit tricky to find but we got to RF4 in good time, picked up our next handout and plotted this before arriving at RS5. Section 5 drove well and we made good time and then things started to go wrong. We found ourselves approaching RS6 without having passed RF5. There was another crew there and we asked them if they had passed RF5 but they were also trying to find it. A few minutes passed and another crew turned up and told us they had got RF5 "It was down the white". What white? we hadn't plotted a white, the instruction was CRO "unless shown otherwise". We got the handout out again and Barry had a look with the potti and at this point we found out that all the junctions on the tulips were CRO apart from the last which had a dotted line slot left on it. When I'd read it without my reading glasses I couldn't tell it was dotted, it just looked grey so bugger it we had to go back for RF5. A quick plot by Barry got us round and back in to RF5 in the correct direction to get the control and our RS6 to RF6 handout but we had lost around 20 minutes or more by then so the rest of the event we were going to be watching the clock.

We managed to get back to RS6 with the marshal still there and managed to do the section which was a long white and farm tracks and was quite rough in places but we got to RS6 and got the handout for RS7. The start control was there but it soon became apparent that the other marshals had left so with it being easier to follow route than to return we completed the section and got all the code boards and managed to get a signature at the end of it.

We had got to the point where to do the final section would see us OTL at the finish so the decision was quickly made to cut and run. Fortunately we were only a few miles from the Knott Inn and managed to get to the control virtually bang on our due time +30 so managed a finish. The car was parked up, it had been an extremely busy night with no time to take a breather as the action was pretty non stop but it had been a cracking event, we'd really enjoyed the challenge and the car was still in one piece.

There followed what can only be described as an excellent buffet breakfast, the best I've had on an event for a long time before we staggered back to the car with full bellies and headed back to get loaded up on the trailer for the 3 hour trek home. We loaded up, said our farewells and I headed off back towards the M6 as the sun got up. I had to pull in to Forton services for a quick kip before getting back home in time for my Sunday morning cappuccino. I found out from Maggy via text that we had ended up 15<sup>th</sup> overall and 4<sup>th</sup> in class from a field of 40 starters so was quite pleased with that especially when I realised there were 20 retirements/OTL by the end of the night. Lots of points for Barry in the navigator's championship so smiles all round.

Congratulations are due to the team who put this rally on in an area which is pretty well populated in places and must have been a hell of a job to PR and full marks for the way the marshals handled the various local "incidents" on the night. A truly magnificent effort by all involved. An amazing number of marshals helped make this event happen and if it wasn't for them we wouldn't have been able to go out to play so a big thank you to them. Hopefully the team will be able to run again next year and if they manage to get it on the calendar for 2024 it's definitely one to put in your diary.

Geoff Bateman – West Cumbria MC with Baz "cros" Allman in Patch the Pug car 27

## **Kielder Targa Rally – Hexham and District - 17<sup>th</sup> September**

A few months ago Hexham made an announcement that they were going to run a new targa rally based in Kielder forest and after our outing in Otterburn on the Shaw Trophy we thought it would be fun to have a go at another forest based event but this time in the rebuilt 205 rather than the MGB which is awaiting a new radiator, a sump repair and the front anti roll bar mountings welding back on.

Since getting the 205 back on the road after a re-shell things had been a bit busy with 3 events in 5 weeks slowly ironing out some minor issues with the car and it seeming like the car was either being driven or was on the lift being serviced or worked on nearly every day. However, things were looking up after a decent finish in the Oaks the week before but it was to be a busy week with servicing the 205 before doing service on the Galloway Hills on the Saturday which meant we were home late before the 5am start the next day to head up to Kielder.

The event HQ at the quarry at Keepersfield was easy to find and with the gates open as we arrived we were able to go straight in, park up and unload the trailer before visiting Colin Salkeld for scrutineering in what must be one of the most scenic spots we had ever been scrutineered in. It was a clear morning, but overcast, with the threat of rain looking probable. All done we picked up our document pack and whilst Maggy got busy on the excellent test diagrams – well done Motorsport Diagrams – a superb job, I sorted out a few last minute jobs on the car before heading off to the catering van for a couple of very well packed bacon rolls for our breakfast.

The driver's briefing was held at 9-10 before the first car left MTC1 at 9-30 with us running car 28 leaving at 9-58 am following behind Dan Place in his 309 Gti as car 26 and Dave Garstang in the Fiesta ST at 27.

There was a fairly long run out through Simonburn and across Broadpool Common on narrow yellows before arriving at Ladyhill for the first test. All we knew about the tests were that they were all going to be on forest tracks with "mixed" surfaces, as we had been told, and with the light rain falling we knew there was a possibility that there would be some grip problems at times. However, test 1 started benignly enough with a short run off the line to a left flick round A before a stop line followed by a code board and then another stop line before a tight 2 cone left/right followed by a very tight and very muddy tight left flick followed by a hairpin left in a mud pit before the up hill run to the final 2 cone left/right before arriving at the finish after 1.41 miles manned by Barry Lindsay. Test 1 had been a bit of an eye opener and I had already realised that our 4 year old Maxsport RB3F on the front and normal M&S tyres on the rear were going to make the grip quite interesting throughout the rest of the day especially considering the light rain.

There followed a run of about a mile or so down a track to the start of test 2 Black Law which on the face of it looked as though it might be a bit easier than the first test although we had been warned at briefing that the first long right hander was slippery and there was a deep ditch with tree stumps on the outside of the bend so after passing the first code board and passage control we approached the bend with probably a little too much caution as I don't want to have to rebuild the car again at the moment and probably lost some time before arriving at the first 2 cone left/right and a further long right hander leading to a lay by left with a cone for a 360 clockwise. A short run up a long left took us to another code board before a final tight left/right pair of cones and the finish. Once finished I knew we could go better when this was repeated later in the day as test 5.

There was then a long run through the forest of several miles, fortunately well marked with arrows to get us to the start of test 3 which was to be the longest test of the morning loop at 2.57 miles. The strat was easy enough with a slip left and a left/left/right sequence before a run up to a code board before entering a tight left/right/left slalom leading to a 3 cone figure of eight layout followed by a left side 90 right exit. There followed a run down to another 3 cone left/right/left before a tight 2 cone left/right followed shortly after by a 2 cone right/left just to catch you out. The second half of the test was a series of 3 code boards, 3 passage controls and 2

stop lines before reaching the end of the test which we completed in 7-10. A long run out from test retraced some of the route in before splitting left and heading down to a yellow at Middleburn where we handed in our timecard and drove the mile or so back to Ladyhill for the start of the second loop of morning tests.

Test 4 was a repeat of test 1 and we managed a modest improvement of 11 seconds mainly due to being more aware of where the code board and passage control were. Test 5 saw a 32 second improvement but we had a fairly heavy impact under the car which resulted in an exhaust rattle when we exited the test and headed down the long forest transfer to test 6. Fortunately there was a long queue waiting to go in to 6 so I had time to get out and have a look underneath to assess the problem. We had lost an exhaust mount rubber on the back box which meant it was hanging down a long way but the main cause of the rattle was a broken tank guard bracket which I could do nothing about. I jerry rigged a couple of hose clips to hold the exhaust back up, hoping that it would survive test 6 and then found Dan Place behind me struggling to try and stem a fuel leak from his fuel filter. There was still a good queue so we tried to sort the problem but to no avail. After several minutes the queue had moved up quite a bit and the drivers behind were getting a bit restless so I bade Dan good luck and moved up the track to get in to test. Our second run at Bellcrag was 19 seconds quicker and the hose clip on the exhaust held enough for us to get back via Middleburn, Broadpool Common and Simonburn to MTC2 back at the HQ at Keepersfield quarry.

Maggy went off to get a couple of extremely tasty sausage baps with a complete coiled sausage in each one – ooh scrummy!! I meanwhile was back under the car inspecting for damage to find that the centre exhaust mount had completely sheared and was now languishing somewhere in test 5 and the hose clip on the back box was nearly coming off. Fortunately I carry some really big cable ties in the tow car tool kit and I replaced the hose clip with one of these and it seemed to hold it securely enough. I packed a few more in the back of the 205 in case I would need them later on. Meanwhile Dan came in a bit late, returned my spanner and told me that they had eventually got a workable fix with PTFE tape. I made a note to add this and copper sealing washers to my on board tool kit for future events. We'd used a fair amount of petrol in the morning as the distances between tests was more than I had expected so I put the 2 gallons of fuel in that I had brought and hoped that it would last us the afternoon.

The morning's tests had taken much longer than planned and it was announced that the afternoon loop would be reduced from 6 tests to 5 which was the right decision to enable a finish at a sensible time and so we set off for test 7 out over Broadpool common passing test 1 start to arrive a bit further along at Crookbank. The test was 1.23 miles long but only had 4 cones along its length supplemented by 2 code boards, 2 passage controls and one stop line. The test went fairly well and was the closest we got to bogey on any of the tests all day. Unfortunately it's second run as test 10 was the test which had to be dropped – bugger!!

Another transfer of a few miles but mostly on narrow yellows with the last mile or so on a track got us to test 8 Camstone Rigg which was a similar length to 7 at 1.32 miles. Off the start line and in to a flick left of cone followed by another code board and shortly after a passage control. On the move again and a couple of right flicks around cones preceded a couple of long sweeping bends before the next code board and a run down to a particularly nasty and tight 2 cone figure of eight in a junction with ditches either side which seemed awfully close and were definitely not a place you would have wanted to go. The run to the end of test was then just punctuated by a flick left followed by 2 passage controls and a code board before the finish. The brakes were certainly getting a good test today!!

Test 8 finish led directly to the start of test 9 Pundershaw but there was a long queue waiting to go in so the delay was used for a much needed comfort break and a bit of a crack with some of the other crews that we know. The test itself was another long one at 2.43 miles but only had 5 cones along its length but 4 code boards (Maggy must have been getting writer's cramp by now!!) and 4 passage controls with 2 additional stop lines to keep the brakes warm. Off the start line it was straight but very slippery and every time I tried to push the car just started sliding about. The front tyres had nearly had it and the rears were not much use in these

conditions. However, once past the first 2 cone right/left the grip improved but the track didn't and there were several large holes, big bumps and a couple so bad they warranted caution boards! The rough section ended with a stop line and 90 right to a passage control before setting off to be stopped by a code board and another passage control before a tight 90 right down a line of cones to a 180 before returning with a 90 left on to the main track again. One last 2 cone figure of eight led out to a nice quick bit to a board followed by a flick right and a passage control before heading to the last stop line marshalled by the editor which we approached all over the place because we had picked up an offside rear puncture.

We drove out of test and stopped to change the wheel and it was nice to see so many crews stop and ask if we were OK. A modified road route got us back to the start of test 8 now running as test 11 and we repeated the test unfortunately coming a bit unstuck at the tight figure eight and ending up 2 seconds slower than our previous run by the time we got to the finish. There just remained the last test, a repeat of test 9 where we had punctured and with no spare we were a little apprehensive about it. However, Dan Place was now behind us so we had a bit of a crack and joked that if we punctured we would be able to flag him down and nick his spare!

As luck would have it we got through the test without further problems and managed to knock a few seconds off our previous time.

There was a fairly long road run back to HQ via Wark and Simonburn and time to reflect a little on the day's event. There had been some cracking tests and a really good mileage but we had been struggling with grip all day and took the decision early on to "drive to survive" to try and limit any damage to the car. A full set of new forest tyres would have been a help but we're not in the market for shelling out £500 on a set of tyres for use on one event so all things considered we were satisfied with what we'd done on what was, for us, quite a challenging event. On arrival at HQ we handed in our final time card and with one eye on the clock got back and started loading up as we'd booked a table at our local eating pub for 6-45 and we weren't going to miss that!! We packed up, bid our farewells and headed off back through Chollerford and the old military road back to Greenhead. Coming off the Chollerford roundabout the Galaxy engine light came on and it struggled up the hill and we thought we might be in trouble but once over the top it picked up and we drove all the way home with the light on without further issue. I found out later it was a "low turbo boost" code which I've deleted and it all seems OK again.

A big thanks, as usual, to everyone involved in the organising and running of this event which I should imagine had been quite an ambitious project from the start and was run on the day in a most efficient manner. A credit to all the marshals and others who were out in the rain and the midges making sure that things ran as smoothly as possible. Superb test diagrams that were extremely clear and informative and overall, a very good road book which helped keep us on track. Well done to all involved.

Geoff and Maggy Bateman – Car 28 – Peugeot 205 GTi - 30<sup>th</sup> overall, 4<sup>th</sup> in class

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## **Mini Rally Challenge Junior Driver Incentive Scheme 2024**

This Challenge is for grass roots motor sport and is an entry level formula into stage rallying. In 2024 we are mega pleased to announce an incentive scheme for young drivers in Mini Challenge R50 cars. Drivers under the age of twenty two at round 1 will benefit from the following assistance: Round 1 - £60 back on their entry. This will then rise by £10 on every round, culminating at £150 on round 10, thus equating to £1050 funding for the year per driver. Add to this they will also be eligible to take the R50 Challenge outright and win the fully paid R53 Mini Cooper S prize drive on either the Greystoke or Dukeries Stages in 2024. All this shows the commitment of the series towards the sports future. See: [www.minirallychallenge.co.uk](http://www.minirallychallenge.co.uk)

## Lotus Elise S1 - the winner

Most of us buy our classic cars based on some kind of emotional connection. It may be a car we admired as a child, a car we wanted but could never afford when new or it may have been on a poster in our bedroom. But there are those that like to have an eye to future values. As such it helps to know what the future classics are going to be, or what is undervalued in the current market. In this case the combined knowledge of the Piston Heads community can be helpful.

PistonHeads has named the Lotus Elise S1 as the 'Best Performance Car' of the last 25 years as part of its 25<sup>th</sup> anniversary celebrations. The PistonHeads community came together with the expert PistonHeads editorial team to crown the winner, with 'Piston Headers' casting their vote to determine their definitive best performance cars of the last quarter century.

The PistonHeads editorial team selected their champion from a shortlist of cars chosen by the PistonHeads community in different categories: Best Supercar (Porsche Carrera GT), Best Saloon (BMW M5 E39), Best Track Day Car (Caterham Seven 620R), Best Hot Hatch (Toyota GR Yaris) and Best Sports Car (Lotus Elise S1). Each category had at least 12 cars shortlisted.



The Elise S1 dominated in the Best Sports Car category, receiving 27.06% out of over 10,000 votes in the category – nearly double the second place Porsche 911 (997) Carrera and third place Honda S2000.

The journey to establish the Best Performance Car of the last quarter century began at the start of the year, and a combined total of 33,935 votes were cast to determine the category winners. Then the PistonHeads editorial team tested the five winners back-to-back over two days to decide on the overall victor.

Often labelled as 'the car that saved Lotus', the original Elise was powered by a 120hp, 1.8-litre Rover K-Series engine. An innovative glass fibre body mounted to an ultra-stiff aluminium chassis resulted in an incredibly light car at just 725kg, delivering a totally unique driving experience. Being relatively affordable, with a starting price of just £18,995 when it was launched in 1996, made it a huge sales success for Lotus.

However, the Elise faced stiff competition from the other category winners. The BMW M5 E39 (Best Saloon) is regarded by many as one of the brand's greatest hit thanks to its perfect blend of modern car performance and old-school analogue feel.

The Porsche Carrera GT, named Best Supercar, uses a 5.7-litre V10 from the LMP2000 Le Mans racer, and offers phenomenal track performance, yet it was somehow a road-friendly package too.

Combining Caterham's renowned determination to be ultra-light with a range-topping supercharged engine, the Caterham Seven 620R scooped Best Track Car. The 620R delivers a brutal 580 bhp-per-tonne providing a truly unforgettable track experience.

Last but not least, Best Hot Hatch went to the newest car on the shortlist - the Toyota GR Yaris - a rally homologation special that instantly earned legendary status when it arrived in 2020.

## **RANKINGS**

### **Best Supercar**

- 1st - Porsche Carrera GT
- 2nd - Ferrari 458 Italia
- 3rd - Lexus LFA
- 4th - McLaren 720S
- 5th - Honda NSX (NA)

### **Best Saloon**

- 1st - BMW M5 (E39)
- 2nd - Alfa Romeo Giulia Quadrifoglio
- 3rd - BMW M3 (E46)
- 4th - Audi RS4 (B7)
- 5th - Mercedes C63 AMG

### **Best Track Day Car**

- 1st - Caterham 620R
- 2nd - Porsche 911 (997) GT3 RS
- 3rd - Lotus Exige S (S3)
- 4th - Ariel Atom 4
- 5th - Renaultsport Megane R26.R

### **Best Hot Hatch**

- 1st - Toyota GR Yaris
- 2nd - Renaultsport Clio 182 Trophy
- 3rd - Honda Civic Type R (EP3)
- 4th - Honda Civic Type R (FK8)
- 5th - Renaultsport Megane 275 Trophy

### **Best Sports Car**

- 1st - Lotus Elise S1
- 2nd - Porsche 911 Carrera (997)
- 3rd - Honda S2000
- 4th - Porsche 718 Cayman GTS
- 5th - Mazda MX5 (ND)

## **Motorsport UK Marshals Post**

**September 2023. Welcome to this issue of the Marshals' Bulletin – sent to all Marshals registered with Motorsport UK. 2024 Renewals You can now renew your registration for 2024 by logging in to the Motorsport UK website. If you know of any Marshals who are unable to renew online, please help them by printing off a 2024 form which you can find on the Resource Centre, or email marshals@motorsportuk.org and we can post one to them. If you are waiting for an upgrade or are due to be assessed for an upgrade in the next few weeks, please do not renew for 2024 yet as this may result in us having to reissue your registration card. Registered Marshal grade In 2021 this grade replaced the discipline-specific “Trainee Marshal” grades and has since been superseded by the Registered Marshal (Accredited) grade, which is provided to all Marshals upon completion of the Registered Marshal Accreditation Course on the Learning Hub. This Registered Marshal (Accredited) grade enables you to participate at events across all disciplines. So that we can ensure that all Marshals registered with Motorsport UK have completed consistent awareness training for their role, we now require all those holding the Registered Marshal grade (without accreditation) to complete the online course before renewing for 2024. The Registered Marshal Accreditation Course should take around 25 minutes to complete and, upon completion, you will be able to renew your registration at the Registered Marshal (Accredited) grade. Those that already hold the accredited grade (or another registration at grade 1 or above) do not need to do anything and can renew as normal. To view a guide on how to complete the Accreditation course, please click [HERE](#).**

**Reminders Cameras and mobile phones whilst on duty • Please remember that cameras and mobile phones must never be used whilst you are on duty and the track or stage is live. We have received reports of marshals recording footage whilst they are on duty; not only does this put the Marshal in question in danger (as they are concentrating on what they are filming rather than what is happening around them), but also puts their colleagues in danger too. • Cameras must only be used at the request of a Senior Official, such as the Clerk of the Course. • If you need to take a phone call whilst on duty, please speak to your Post Chief, I/O or Sector Marshal and then stand off the post. • If you wish to take photographs, you must remove your tabard, or cover your overalls to show that you are not on duty and stand down away from the post. Appropriate clothing whilst marshalling • Please remember to wear appropriate clothing when marshalling. Your legs should be covered – we have had reports of marshals burning their legs on hot exhausts for example. • Wear either a tabard or a pair of overalls to make yourself visible. • Be careful that clothing does not clash with the flags, depending on which discipline you are marshalling in. • Wear sturdy boots or shoes; please never wear sandals. • Remember, even in the summer it can be cold, wet and windy, so always take waterproof clothing with you and layers which can be added to or removed; it is always recommended that clothing should be made of natural fibers, especially the ones next to your skin. A hat can provide shade from the sun, wind and rain, and can keep you warm in the winter and cooler in the summer. Upgrades The deadline has now passed for upgrades to be carried out under the old Grading Scheme, but if you have any queries, questions or issues, then please do contact us using marshals@motorsportuk.org – we are here to help. You can**

find all of the requirements for the Marshal's Pathway [HERE](#). We are looking at all upgrade applications on an individual basis this year to give as many marshals as possible the opportunity to upgrade if they meet the relevant criteria. 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 training delivered by Motorsport UK Trainers counts. So far in 2023, we have processed 191 upgrades via the previous Grading Scheme or the new Marshal Pathway. 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 191 people have upgraded via this scheme in 2023. All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by 31st December 2023. Further details on the application process can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#). Please note that the Acquired Rights Scheme should not be used to try and avoid doing assessments to upgrade. Club and Volunteer of the Year Awards 2023 Nominations are now open for Motorsport UK's annual Club and Volunteer of the Year Awards. Comprising of four different awards (Club, Sustainable Club, Organising Team, and Volunteer), these awards aim to highlight those who have made an exceptional contribution to your club, and event or more over the past year. It is also a chance to recognise the efforts made by clubs, organisers and volunteers who go that extra mile to keep the motorsport community thriving. Find out more information, including the nomination forms, via the link below. <https://www.motorsportuk.org/the-sport/awards/> Stage Commanders The Motorsport UK Learning and Development Team are pleased to announce a new modular Stage Commander Programme taking place from October 2023. This programme will consist of an in-person workshop, an online training module, and an opportunity for you to demonstrate your knowledge and skills as part of a Stage Commander team at a Multi-Venue Stage Rally. To apply for a place on the programme, you must hold a Rally Grade 3 registration and you will need to complete the form [HERE](#). You will be required to upload a letter of endorsement from a Clerk of the Course and/or Organising Club, so please make sure you have this to hand before starting your application. If you cannot make any of the workshop dates on the form, don't worry, you will be given the opportunity to attend future workshops when they are announced. In the meantime, we will be in touch regarding next steps. This information has also been communicated directly to unregistered Stage Commanders identified in 2023 Safety Delegate reports, and all Rally Clerks of the Course. 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 or Another Day in Orange. 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! Answers to Frequently Asked Questions • If you are collecting signatures but have run out of space in your PRC, there are continuation sheets available on the Resource Centre, or you can email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org). Once you upgrade, you will receive a copy of the new PRC. • A Marshal's attendance in a PRC or on an attendance sheet can be signed by someone of the same grade or higher of the Marshal who requires the signature. • Upgrade Assessments can only be signed by Marshal Assessors holding the grade for the discipline which they are assessing. • Training Modules can only be signed by licensed Motorsport UK Trainers. • The days to obtain the minimum requirements must always be separate to those used when doing assessments. • A Knowledge Check is the Assessor asking questions to ensure that the Marshal has taken in enough information regarding, for instance, flags and flagging for a Race: Grade 2 (Incident) upgrade. • If you have a question regarding your proposed upgrade, or any other marshalling query, please email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) so that we can assist. • For the time-being, all newly registered Marshals will continue to receive a welcome email with the Registered Marshal PRC attached to print. • The new Marshal PRC will continue to be provided to marshals once their upgrade has been approved by Motorsport UK. • If you do need to update your records on the Motorsport UK website, and have forgotten your login and password details, please email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) and we can reset it for you (please remember to include your Motorsport UK number when you email in). • If you require an upgrade assessment, then please give the Chief Marshal of the Event as much notice as possible. It is up to you, the Marshal, to arrange your assessment with the Chief Marshal and it is not something that Motorsport UK is able to assist with. • The form for upgrading is now available on the Resource Centre of the Motorsport UK website and called "2024 Application for a Motorsport UK Marshal Application", if you have recently had your upgrade assessment(s) and need the form to complete before sending to your club for their nomination, please email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) and we can send you a copy. • 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. 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 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 8F

## **2024 Marshal Renewals**

**You can now renew your registration for 2024 by logging in to the Motorsport UK website. If you know of any Marshals who are unable to renew online, please help them by printing off a 2024 form which you can find on the Resource Centre, or email marshals@motorsportuk.org and we can post one to them. If you are waiting for an upgrade or are due to be assessed for an upgrade in the next few weeks, please do not renew for 2024 yet as we may have to reissue your registration card.**

### **Registered Marshal grade**

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### **Reminder - Cameras and Mobile Phones whilst on duty**

**• Please remember that cameras and mobile phones must never be used whilst you are on duty and the track or stage is live. We have received reports of marshals recording footage whilst they are on duty; not only does this put the Marshal in danger (as they are concentrating on what they are filming rather than what is happening around them), but puts their colleagues in danger too. • Cameras must only be used at the request of a Senior Official, such as the Clerk of the Course. • If you need to take a phone call whilst on duty, please speak to your Post Chief, I/O or Sector Marshal and then stand off the post. • If you wish to take photographs, you must remove your tabard, or cover your overalls to show that you are not on duty and stand down away from the post.**

### **Appropriate clothing whilst marshalling**

**• Please remember to wear appropriate clothing when marshalling. Your legs should be covered – we have had reports of marshals burning their legs on hot exhausts for example. • Wear either a tabard or a pair of overalls to make yourself visible. • Be careful that clothing does not clash with the flags, depending on which discipline you are marshalling in. • Wear sturdy boots or shoes; please never wear sandals. • Remember, even in the summer it can be cold, wet and windy, so always take waterproof clothing with you and layers which can be added or removed; it is always recommended that clothing should be made of natural fibres, especially the ones next to your skin. A hat can provide shade from the sun, wind and rain, and can keep you warm in the winter and cooler in the summer.**