

BRISCA MANAGEMENT BOARD PRESENTS

SKEGNESS RACEWAY

'BIG LEAGUE IS BACK' BRISCA FORMULA ONE STOCK CAR RACING



FEATURING BTCC F1 STOCK CAR CLASH!



BRISCA GALA NIGHT FEATURING BRISCA F1 UNDER 25s CHAMPIONSHIP



PLUS BRISCA F2 STOCK CARS AND NATIONAL MINISTOX

SATURDAY 19TH NOVEMBER 2022



Promoted by BriSCA F1 Management Board

Full members of the Oval Racing Council International (ORCi), Brisca F1 & Brisca F2 Ltd

SSCA. NOTICE TO THE PUBLIC

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Motor sport can be dangerous and despite the promoters taking all reasonable precautions, unavoidable accidents can and do happen. In respect of these, you, and those under your supervision, are present at today's event at your own risk. Adults must accompany children and infants (young persons below 18 years of age) at all times in order that they are appropriately supervised. If entering the Pit area please take extra care, supervise young persons, and comply with all signs and marshals instructions. Smoking is not permitted other than in designated areas within the pits.

Spectators must not be in contact with the 'Catch Netting', which surrounds the track, whilst racing is in progress. Please obey all signs at all times. Please follow all instructions from the marshals. Consider your own safety and that of others at all times. IF IN DOUBT - ASK.

MEETING STEWARD

Trevor Newton, Steve Abbott

CLERKS OF COURSE

Mick Ivatt, Helen Kaleta, Dave Backham, Jason Garner, Ady Seymour-Smalley, Martin Lightbown

STARTERS

Jason Garner, Helen Kaleta, Richard Kaleta

COMMENTATORS

Alistair Oxby, Richard Kaleta

LAP SCORER / TIME KEEPER

Snowy Garner, Jon Ison

SIGNALS USED AT THIS TRACK

Flags & Lights, Green

Circuit clear for racing

Yellow Flags (Held)

Lights Green - Local incident use caution

Yellow flags (Waved)
single file.

Lights yellow (Flashing) – Race suspended, slow down,

Red Flag (Held)

Lights Red – Race stopped

Red Flag (waved)

Lights Red (flashing) Extreme emergency stop immediately

Chequered Flag

Race winner has completed distance.

Union Jack

Race at halfway distance

Black Flag (waved at driver)

Disqualified, leave circuit immediately

Blue Flag

Hold your racing line.

White flag with Red Cross

There is a technical issue with your car, leave the raceway immediately & safely.

White flag with Blue Spot

Used to warn drivers that there is oil or debris on the track.

SCRUTINEERS

Ian Mitchell, Alan Nicholson, Martin Lightbown

PIT MARSHALS

Trev Newton, Gavin Sills

FLAG MARSHALS

Martin Lightbown, Molly Backham, Gavin Sill, Dave Backham, Ady Seymour - Smalley, David Taylor, Jordan Nibbs, Kyle Seymour – Smalley, Paul Sills, Phil Sills, Becky Storr

MEDICAL SERVICES

Singleton Medical Services Ltd.

WELCOME TO GALA NIGHT 2022

STEVE REES

SKEG VEGAS AND BEYOND - WELCOME!

I may well be preaching to the converted this year as surely there will be few here tonight that have not attended, certainly in recent years and witnessed the stratospheric rise in the venues profile and popularity - and that is the vision of one 'Sir' Robert Speak and Asha to create a venue fit for the future in a typically and popular and not disparaging 'Bargain Brits' holiday resort!

Few may not have been around long enough to recall its origins over 40 years ago when Frank Hughes opened what was a humble and very basic venue on disused land from the war.

Not long after market trader Tony Nicholls took on the reins before moving on to 'open' Scunthorpes now defunct Ashbyville raceway - now Morrisons, for speedway and oval racing. He was relieved of both by mercurial 'charmer' Vince Moodie whose chutspa gained the venue credibility and created some of the major events that have built into 'classics' today. The helm then passed to Hazel who worked tirelessly 24/7 and perhaps doesn't get the respect or recognition for her part in the developing Skegness story. She fought tooth and nail for Skegness and worked stupendously hard on it's promotion but just lacked the additional resource and investment required for the next step. The Golden Girl of BriSCA is now happily retired in France and we entered a new era of vision, passion and ownership of the Speak family, led by Rob 'the Builder' Speak realising a long held ambition to become a promoter - and at Skegness!

Rob has the connectivity and respect of the whole sport given his enviable on track record as a driver across BriSCA categories and from day one, grit, passion, hard work and his vision without compromise has resulted in what remains part of a 10 year plan, a work in progress arena that in many respects has raised the bar in presentation, investment and a mutual respect for the sport and listening to 'all sides'. With hard work and investment, what you see today is a literal 'Phoenix' that has risen from the basics rapidly developing into one of the finest short oval venues in Europe and, given it's huge seasonal potential and good promotion aligned to some 'bonus' TV coverage, has become perhaps one of the biggest modern day successes of UK oval racing. It isn't finished yet!

Whilst always known as 'Skeg Vegas' Rob's exuberance over the last 12 months has seen him immortalise that with one of the cheekiest PR stunts in recreating the world wide known Las Vegas to reflect 'Skeg Vegas' which has created huge interest, trending on BBC and ITV, attracting tourists and a talking point for the resort and Skeggy as a raceway is a huge part now of the town's tourist industry. The latest development as you enter the stadium has made huge progress during 2022, much of the construction hard work done by Rob and it's overall completion is now in sight - But that will not be the end!

So welcome to Gala Night this evening, operated for the sport, by the sport, by the BriSCA Management Board whereby revenue generated goes back into the sport in many different ways.

This event was originally staged at Birmingham Wheels which sadly finally closed in 2021 and hung over a sad shadow from the tragic accident November 2019 which the sport will never forget and will continue to learn from. It was staged for the first time here at Skegness and despite 'reservations' about the East Coast in November in terms of support, it confounded expectations and proved an excellent event so was quickly agreed that it would return in 22!

It's a fun night by design, all major championships are already decided, it is what it is, an end of season fling and social occasion before the Winter. This year has a 'buzz' following the Top Gear feature and a welcome to acclaimed British Touring Car drivers who pre event will be 'having a go' and taking in the sensory overload of BriSCA F1 and the very different dynamics and 'full contact' element as opposed to the hugely popular circuit tin tops where 'rubbing' sometimes may be racing - but not full contact, These boys are driven by speed!

Two popular events that are a feature remain, the Under 25's Championship which has become an established 'must win' event as well as the BriSCA F2 Gala Night Championship which offers a 'distinctive roof colour' wing for the victor to wear until next year. The rest of the night is pure adrenaline 'no pressure' fun where we usually see strange drivers in strange cars which often leads to new drivers in the sport the following season.

The booking list for all three formulae are very credible for a great night. Bear in mind this is the first 'full season' since the pandemic, for drivers it has been an expensive year so no doubt there may be a slight attrition rate from previous years particularly as one or two are still recovering bodily and damage wise from a bruising Hednsford finale two weeks ago. But hey, the creator and inspirator of the venue that you see creatively unfolding week by week, the legend returns 'for one night only' with Mr Speak once again getting trackside, perhaps, in an F1 and now at an age he starts to feel the bumps! lol

From all of us to all of you, thank you for your support, enjoy this informal night of friendship and keep safe and 'in touch' as we await season 23 to dawn, around 16 weeks ish away or around 120ish days!



'DOWN THE STRAIGHTS' - IN MEMORY OF BEV GREENHALF. STEVE REES

It really is that time of year when the last chequered flag of the year is due to drop before Winter becomes a reality, those chores put aside finally have to be addressed before Christmas and then the itchy feet start and anticipation for the forthcoming season and Mid March when it all starts again at King's Lynn. The good news is that the 2023 calendar is already out and in this programme so you can plan and it is a calendar that does feature some ingenuity and in many ways, with four weekends 'off' and many double headers and speed weekends, designed in part to try and address some of cost issues in travel for drivers and fans however there is no such thing as a perfect solution for all.

The official calendar ended last Saturday at Odsal with an event described 'as a flash back to Crewe' to the 1980's' - I certainly read that as upbeat! Plenty of action, blessed with Spring like conditions and, two Champions received the silver roofs, congratulations once again to Tom Harris and F2 wise, young Charle Guinhard. Despite the predictions by some of a foregone conclusion other than mathematical possibilities, credit to all those competing in the series, as happened before, all were up for it, and despite relatively safe margins for both series leaders, the spirited racing on the night came very close to some 'must see' upsets. A fitting finale!

2022 was the first taste for us all of what a post covid sport would look like. After the enthusiasm came the darkening clouds of huge costs rises, war in Ukraine and general global issues which was leading to perhaps not expect a lot given the particular strain that soaring fuel costs in particular would have on our sport, one of the biggest influencers.

Therefore the progress to conclusion of the season has been a pleasant surprise. The commitment of drivers and stoic fans have delivered what should be reflected as a very good season. Car numbers have been credible, as in any season, there have been hiccups both sides of the fence but the overall picture has been one of stability and consistency.

Relations with our partners in Holland have strengthened during the year post pandemic and the challenges presented in travel by Brexit largely acclimatised to. The sport has experimented and will continue to do so with other distribution channels such as Live Streaming to gauge it's viability, opportunities and effects. The season has been wound up with an excellent 27 minute feature on BBC1's Top Gear last Sunday in front of around 5m viewers and huge credit to the team involved in their hard work to 'push the sport forward'.

Talking to Trackstar, the Norfolk Arena attracted around 1000 visits to it's website Sunday evening, unprecedented and a positive impact in interest already.

This evening, thanks to Neil Randon and others we have a 'British Touring Car drivers' CLASH as pre event entertainment in loaned BriSCA F1 Stock Cars [I feel quite sure that the boys and girls will welcome a return gesture] and whilst a fun event, can do absolutely no harm.

Whilst the years pre pandemic saw the loss of 2/3 tracks, and more recently Birmingham finally lost, in 2021 the sport regained Odsal after 25 years which Startrax in their final year, given the enormity of the task would admit was a 'difficult birth' the reigns were smoothly passed to Yor Stox Grame and Russell who in their first year have credibly taken both Sheffield and Odsal forward. The news that Spedeworth secured Northampton is a delight and security for race fans and drivers with Deane having already announced major improvements and developments over the next several months in preparation for a 3 day, much awaited World weekender - and it's November and the tickets are already on sale! Check out www.spedeworth.co.uk .

In the last 10 days, the Save Coventry Campaign created a lifeline as reward for six years of effort, in being successful in ensuring the long awaited decision on planning for redevelopment of Brandon [closed in 2016] was rejected, despite a recommendation for approval from the local planning officer. Whilst there

will be many battles ahead and it's destiny still rests upon decisions going forward by the developers/ owners of the land, a great result and 'well done'

Back in September, two new World Champions were born, both deserved, both from racing heritage families and both committed racers. congratulations to Charlie Sworder and Dave Polley who will be great ambassadors.

So we end season 2022 very much on a high, much more optimism for it's future and 2023, a different and interesting shape to the calendar, realistically, in these volatile times, what more can we ask for? How that has been achieved is down to the good people in our sport, Drivers, Race teams and the hard working committee, BriSCA promoters for their continued support and investment and perhaps most important and without whom there is no viable sport, you the fans for your stoic and passionate enthusiasm, thank you all!

We end therefore this evening at 'Skeg Vegas' which, with Rob's vision since at the helm is a demonstration of what can be achieved! We have a great line up of around 130 cars across BriSCA F1,F2 and National Ministox, two much loved and supported end of season 'tradition' championships with the F2 Gala Night championship and the Dave Leonard inspired Under 25's championship. As I write this, the weather looks favorable - Enjoy, our sport is as much about the friendship and social interaction as it is about the racing.

Let us look forward to doing it all again in 2023

Nutts Corner RACEWAY

2023

BRISCAF2 World Final

**SATURDAY 2nd
SUNDAY 3rd
SEPTEMBER**



www.nuttscornerraceway.co.uk www.briscaf2.com



2022 - THE YEAR THAT WAS! STEVE REES

Despite the problems of Covid in 2020 and 2021 followed by the huge uncertainties entering this year, the Ukraine war, soaring costs and challenging confidence, I cannot help but feel that history will reflect well on the year. That may well be pivotal as to the sports direction over the next decade, enabling the sport to be in a much better place to handle problems not yet apparent. Environmental and nett zero will be major issues by the end of the decade to name but two but be assured the future will be environmental issues to square.

The major changes in recent years revolves around new, younger and aspirational promoters investing in the sport and fundamentally better capitalised to take a much longer term position on investment and re investment. In recent years BriSCA promoters have probably invested in excess of £8m between Skegness, Spedeworth, Startrax and now Yor Stox whose ambitions assure huge commitment , not withstanding Spedeworths prior multi million £ investments in securing and improving it's estate and Keith Chapman's ongoing upgrades at the Norfolk Arena. Never before has the sport enjoyed such a positive outlook in modern times. Cheer was added with the recent refusal of planning for Re development of Coventry. A war not won by any stretch of the imagination however, an intriguing pause that protects this iconic venue for a while longer. Whilst we have lost venues like Stoke and Belle Vue we returned Bradford, Oxford returned for speedway, the longevity of Northampton, secured with a seven figure investment by Spedeworth to purchase the freehold, similar to Mildenhall not too far back. Skegness continues apace to become, under the wise stewardship of the Speak's, an inspiration for the sport, enjoying year on year increases in attendance. The bar is being lifted leaving no alternative but to engage or be left behind.

Car numbers on track this year, despite the obvious challenges, by far the biggest being fuel, have seen race teams dig deep and by enlarge remained acceptable. Bearing in mind post Covid wariness and significant economic headwinds, crowds have at least

been stable. The winds of good fortune, and luck will be accepted from any direction, last weeks excellent advert for the sport on BBC 1's Top Gear provided a wide viewing audience and certainly a feel good factor going forward. It will not be the magic elixir on its own, but every little helps. Standing back, I see a sport bubbling with enthusiasm, positivity from those who invest and a willingness to collectively move forward rather than stagnate. That can only be good! Not everything can be sugar coated, mistakes were made, we don't live in a perfect world. We did not exactly engraciate ourselves with some basic elements of WF 2022 and all need to accept lessons be learnt but what a meeting, what an exceptional racing spectacle and two worthy champions crowned! The best advert for BriSCA 'ON TRACK'.

As in any sport there have been controversia decisions - that will never change. Competitors will continue to face supply and cost challenges as will promoters and 2023 will continue to be challenging beyond the sports control. Some things we have to accept however we should all be reassured of the huge commitment by all stakeholders in the sport , new and old to manage those issues to better times. It is the end of the season, big thanks to everyone in any capacity who contributed to what as it matures, will become a fine vintage!

Now, on to the last Laps of 2022 here at Skeg Vegas! And finally, after Covid and issues in other years the sports administrators have collaborated to produce before the season ended, the 2023 calendar, tickets together with some detail to planning for WF 23? have been released and on sale! There is an air of optimism and positivity. Some will doubtless express the usual critique over fixtures, however there has been genuine creativity and better harmony with our partners across the water. We are on the right track - keep safe during the winter, enjoy the 'show' season at the NEC and the new initiative in Staffordshire.

WE END 22 WITH THINGS OLD AND NEW AND THE CERTAINTY SOME THINGS NEVER CHANGE!



DAN ROWBOTTOM

MOTORSPORT NEWS EDITOR MATT JAMES INTRODUCES BTCC

Paul O'Neill has a lot to answer for. I know that is a very general statement that could relate to anything in his life but, over the last couple of weeks, he has put himself right in the firing line with some tweets – and now he has literally put himself in the firing line...

The ITV4 British Touring Car Championship pundit and commentator (and former BTCC race winner) was bowled over by a recent trip to a BriSCA F1 meeting. He really shouldn't have been: I have been telling the former Motorsport News track tester about the appeal of short oval racing for years. Indeed, we once went to Wimbledon Stadium to watch some close-quarter action. He turned to me and said: "Mate, this is like prison rules..."

After his recent trip to King's Lynn to watch BriSCA F1 with his pal Ryan Bensley, O'Neill (as is his hobby) took to social media to share his admiration for the sport and its drivers. The snowball started gathering momentum there.

A few social media replies and some cheeky text messages later and we have the first BriSCA F1 Invitational BTCC race, which will take place at Skegness on Saturday evening (meeting details are on page 35). Huge credit must go to the BriSCA F1 fraternity, and particularly to BriSCA F1 racer Paul Hines. Regular drivers are willingly giving up their machines to stars of the British Touring Car Championship to put on a demonstration race ahead of the Gala Night at the Lincolnshire track (I use the word 'demonstration' advisedly). Former MN editor, BriSCA F1 nut and author Neil Randon has generously given up his time too to help make this happen.

This Saturday night, the stars will assemble in Skegness. Anyone who has ever tried to organise racing drivers to get to a certain point at a certain time knows full well that it is usually like trying to herd cats. But, this time, there has been a genuine willingness to make this happen from all involved and, dare I say it, a keenness to get a few scores settled.

Who would pitch five-time 2022 race winner Josh Cook against the Jack Sears Trophy champion Bobby Thompson, for example? Who would let the hugely competitive Aiden Moffat loose up against Dan Rowbottom? Would Dexter Patterson, Carl Boardley and Dan Welch have a score to settle with Rick Parfitt? And what drama can Ricky Collard and Ryan Bensley himself cause?

I have been lucky enough to have been part of a WhatsApp group to get the ball rolling between the drivers and the organisers, and the banter between the competitors has been hilarious. I won't spill any secrets but, if I was Paul O'Neill, I would be booking the next week off work to recover. I hope he knows a chiropractor.

What this whole event is about is trying to tell the wider world just how good BriSCA F1 stock car racing is. It can seem like an anathema to those who regularly follow the over-regulated world of circuit racing. Contact (within limits) is allowed in BriSCA F1, and it is a tactic that many of the leading drivers have down to a fine art. But it misses the point: there is huge skill in controlling a 700bhp V8 monster around such tight confines, knowing all the time that a rival who is close behind could follow you in (ie: use his bumper to get you out of the way) at any time. It is like a high-powered, gorgeous-sounding, octane-fuelled game of chess. The BTCC happens 10 times a year. BriSCA F1 stock cars are performing virtually every weekend, and most probably within easy reach...

It is not a simple form of motorsport to master and the regulars are at the very top of their games. Our BTCC invitational drivers are, however, not. Who will be the bravest? Who will be out to make their mark?

It doesn't really matter: all of them will climb out of the cars with a huge smile on their faces and, hopefully, those who are watching will realise just what a great sport BriSCA F1 is. That is a win for everyone.



AIDEN MOFFAT



DEXTER PATTERSON



RICKY COLLARD



PAUL O'NEILL



DAN WELCH



BOBBY THOMPSON



CARL BOARDLEY



JOSH COOK



RYAN BENSLEY

Kwik Fit
BTCC

BTCC DRIVERS PROFILES

MATT JAMES
MOTORSPORT NEWS EDITOR



AIDEN MOFFAT

Racing 73 Chris Cowley's car

He was just over 16 years old when he made his debut in the British Touring Car Championship, and the flying Scotsman has since gone on to record four victories in Britain's highest profile series. With a background on short ovals in Scotland, the Infiniti Q50 man, who finished on the podium at Croft earlier this year, fancies his chances this weekend.



BOBBY THOMPSON

Racing 47 Simon Traves's car

The winner of this season's Jack Sears Trophy turned heads at almost every track in his Team Hard Cupra R. The former VW Racing Cup title winner's maiden British Touring Car Championship podium came at Brands Hatch in May and he backed that up with 20 other points-paying finishes in a breakthrough campaign.



DEXTER PATTERSON

Racing 544 Ben Howard's car

Former single-seater racer Patterson was the youngest driver on the British Touring Car Championship grid this season at just 18 years of age at the wheel of the Laser Tools Racing Infiniti Q50. The Scot belied his lack of experience and finished inside the points-paying positions on three occasions in the rear-wheel-drive racer.



JOSH COOK

Racing 16 Mat Newson's car

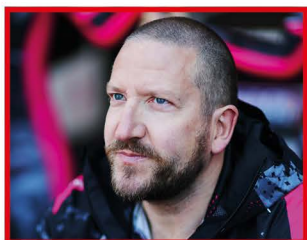
The BTC Racing Honda Civic Type R racer has won an impressive 18 British Touring Car Championship races in his 236-race career to date. The Bath-based racer was the early overall leader of the 2022 points chase too and went on to be crowned as the Independents Trophy winner in a decorated season. He also conducts driving work for McLaren.



PAUL O'NEILL

Paul Hines 259 car

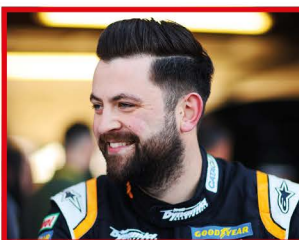
The motormouth of the ITV4 British Touring Car Championship coverage, O'Neill spent six full seasons in the tin-top series, starting in 2001, and has made a host of other occasional outings. The Gogglebox star is a two-time race winner in the BTCC, and if you get near enough to him, he will be banging on about those for hours. Trust us, go and find him.



CARL BOARDLEY

Racing Dean Whitwell's car

The four-time National Hot Rod World Final winner is still a regular spectator at short oval meetings when his time allows. The 46-year-old spent three full seasons in the British Touring Car Championship at the wheel of a VW CC, BMW 125i M Sport and an Infiniti Q50. He returned for a one-off at Brands Hatch this season, driving a front-wheel-drive Team Hard Cupra R.



DAN ROWBOTTOM

Racing 524 Jason Culls's car

The Halfords Racing with Cataclean Honda Civic Type R racer was arguably the break-out star of the 2021 British Touring Car Championship with a maiden victory backed up with two other podium positions. He returned to the podium again in 2022 in what was a much tougher season, but he has always been noted for his superb racecraft and brave overtaking moves.



DAN WELCH

Racing 24 Mark Adkins car

The son of rallycross hero John Welch, Dan was a main player in the British Touring Car Championship from 2012 through to 2016 with the unique Proton, which he and his father engineered himself. His was a popular team with its individual approach and he was a race leader, but the ultimate results were just out of his grasp. Dan is now a highly successful engineer in his own right.



RICK PARFITT JR

Racing 326 Mark Sargent's car

Rock and race! Parfitt is a highly successful musician in his own right and is the son of the legendary Status Quo guitarist. The 2017 British GT champion in a thundering Bentley, he switched to the British Touring Car Championship in 2021 and is one of the most popular men on the grid, always engaging with fans and ready to sign an autograph. This year he raced an Upton Steel Infiniti Q50.



RICKY COLLARD

Racing 175 Karl Hawkin's car

The grandson of the short oval legend Mick 'Duffy' Collard and son of Rob, the 26-year-old tied up a last-minute deal to race in a Speedworks Toyota Corolla in this year's British Touring Car Championship, his first full attack on the tin-top series. He was in the points on 15 occasions and knocked hard on the door of a podium finish at Snetterton in late July.



RYAN BENSLEY

Racing 389 Tom Dayman's car

Civic cup champion Ryan is on the way up in circuit racing having taken a number of wins over the last ten years. Dunlop sport maxx runner up in 2010 and certainly experienced enough to handle himself in an f1



Welcome to Skegness Raceway for the last offering of the season for the BriSCA Formula Ones and Twos and also for the youngsters of the National Ministox. Although our promoter here, Rob Speak, and his staff will be heavily involved in the running of tonight's meeting, the meeting itself has been organised by the BriSCA Management Board (BMB) and the organisers of the F2s and the NMSC.

The Gala Meeting was originally designed to be a fund raising event but has lost its way somewhat and eventually turned into just another meeting albeit with no points on offer. The initial concept was also to use the meeting as a showcase for all that is good about the sport and to celebrate the season past. In a way it still does do that as we get to see our favourite drivers for one extra throw of the dice before the close season and, over the years, a good number of drivers from other formulas have a go in something very different. Tonight we see guest drivers from the BTCC (Touring Cars) having a go in a BriSCA Formula One and even have their own race pre-meeting which could prove to be very interesting indeed! Circuit drivers do tend to do reasonably well with the racing side of stock cars but don't deal quite so well with the deliberate contact from their rivals which comes with it. Formula 2 drivers and also drivers from the National 2L Saloons also like to have a go and, although they are used to the contact element, they too can find some initial difficulty in dealing with the raw power generated by a highly tuned V8 Chevrolet engine. Again, over the years, some guest drivers have enjoyed their outing in an F1 so much that they have gone out and bought one so that they can race on a regular basis. I wonder if any will be tempted after tonight?

The curtain came down last weekend on the regular season for the Ones and Twos with the finale of the National Points Championship at Odsal Stadium, Bradford. Charlie Guinchard (183) had already sewn up the title in the Tooz having established an unassailable lead before the day. Interest was still there though in the battle for second spot which eventually went to the 2022 World Champion Dave Polley (1/38) who just pipped Andrew Palmer (606) after taking the meeting final. For the Ones, Tom Harris (84) finally emerged as the National Points Champion but only after receiving a battering on the night from eventual runner-up Lee Fairhurst (217). Tom had a good points lead going into the final round and retained that lead to retain his title. Lee came second in the points table with Norfolk's Mat Newson (16) in third and Frankie Wainman Junior (515) in fourth. Two of the contenders, 2022 F1 World Champion Charlie Sworder (5) and Simon Traves (47) were unable to take part in the meeting due to injuries sustained at the previous weekend's meeting at Hednesford Hills Raceway. This underlined the dangers associated with stock car racing and really ought to make us stop and think what these drivers go through every time they are out on their track. Serious injuries are few and far between thank goodness and yes they are pursuing their hobby but they are also providing us with entertainment and we shouldn't forget this.

FROM THE BOX

STEVE ABBOTT

Talking of entertainment and the Frankie Wainman, I hope that you caught last Sunday's 'Top Gear' programme on BBC1. (If you didn't, get on an iplayer when you get home). Top Gear presenter Andrew 'Freddie' Flintoff took to the track at Kings Lynn a few weeks ago and with an awful lot of help from the Wainman team prior to the event, Freddie didn't disgrace himself and thoroughly enjoyed the experience even though he has said he won't be doing it again! The sport of stock car racing was treated seriously by the programme and, in my opinion, came across very well. Of course it wasn't just Frankie involved and all those who contributed in anyway deserve a big pat on the back. Hopefully, the powers that be can use this experience and exposure to promote the sport to a much wider audience. There have been chances in the past, 'Gears & Tears' and the link with the Daily Mirror spring to mind, but these weren't maximised to their fullest extent. It's almost as if people want to keep Britain's best kept motor sport secret just that. Fingers crossed anyway that the publicity will generate more interest in our sport.

The Formula One drivers, of a certain age, will be contesting the Under 25 Championship tonight which has proved to be a very successful event since its inception. The idea for this Championship was originally generated by the late Dave Leonard who gained extra prize money and sponsorship for the race. The Championship carried on after Dave's passing but for reasons we won't go into here, Dave's friends and family now concentrate on the memorial race for Dave with the organisation of the race now coming under the auspices of BriSCA and the BSCDA. 'Volunteering' to gain sponsorship and prize money for the last couple of seasons has been Phoebe Wainman-Hawkins (211). Phoebe did a great job last year and, although I haven't seen the figures, I am sure she has done equally well this year. Well done, young lady.

A couple of championships in Formula One which may have gone under the radar were the one car series and the Stockcars Unleashed trophy for drivers who weren't in the Shootout but were racing at Shootout rounds. The aforementioned Phoebe took the one car series, that's using the same car on both shale and tarmac at designated meetings, while Bobby Griffin (166) won the Stockcars Unleashed series. Well done to both drivers on their achievement. A whole host of other drivers have achieved in their own way this season. It may have been a race win, a final victory or qualifying for the World Final for the first time. For others it has simply been to finish a race and scoring points (talking of which, I've still not got my from the consolation at Stoke in the year dot) or taking the car home in one piece! All drivers out there are living the dream and deserve our thanks and appreciation.

That's about it from me and all that remains is to hope that you have an enjoyable evening with us. Winter well and I look forward to seeing you around the tracks in 2023 when, hopefully, I'll still be watching the racing from the box.



2022 NATIONAL POINTS CHAMPIONSHIP

FINAL POSTIONS

No	Driver	Pts
1	84 Tom Harris	368
2	217 Lee Fairhurst	313
3	16 Matt Newson	301
4	515 Frankie Wainman	298
5	20 Liam Gilbank	215
6	259 Paul Hines	214
7	212 Danny Wainman	156
8	5 Charlie Sworder	109
9	191 Josh Smith	96
10	555 Frankie Wainman Jnr Jnr	95
11	211 Phoebe Wainman	77
12	47 Simon Traves	46



2022 GRADING POINTS

FINAL POSTIONS

No	Driver	Pts
1	84 Tom Harris	1278
2	16 Matt Newson	1138
3	515 Frankie Wainman	1100
4	197 Ryan Harrison	621
5	217 Lee Fairhurst	620
6	259 Paul Hines	600
7	55 Craig Finnikin	596
8	20 Liam Gilbank	457
9	5 Charlie Sworder	450
10	166 Bobby Griffin	432
11	212 Danny Wainman	378
12	289 Jake Walker	366
13	555 Frankie Wainman Jnr Jnr	340
14	464 Luke Davidson	312
15	211 Phoebe Wainman	291

2023 WORLD CHAMPIONSHIP QUALIFYING ROUNDS

After round Eight Bradford 12th November

No	Driver	Pts
1	84 Tom Harris	287
2	16 Matt Newson	199
3	515 Frankie Wainman	194
4	217 Lee Fairhurst	187
5	166 Bobby Griffin	154
6	55 Craig Finnikin	151
7	20 Liam Gilbank	109
8	212 Daniel Wainman	106
9	259 Paul Hines	103
10	2 Paul Harrison	100
11	8 Catherine Harris	83
12	5 Charlie Sworder	81
13	555 Frankie Wainman Jnr Jnr	73
14	463 James Morris	67
15	464 Luke Davidson	61



SKEGNESS OVERALL TRACK TABLE 2022

No	Driver	Points	Heats	Final
1	84 Tom Harris	282	3	5
2	515 Frankie Wainman	164		2
3	464 Luke Davidson	160		1
4	551 Courtney Finnikin	139		2
5	16 Mat Newson	138		
6	48 Shaun Webster	123	1	
7	543 Drew Lammas	114	1	1
8	166 Bobby Griffin	102		
9	25 Bradley Harrison	82		
10	368 Callum Thornton	81	1	2
11	8 Catherine Harris	79		1
12	259 Paul Hines	77		1

STOCK CAR UNLEASHED 2022 CHAMPIONSHIP

FINAL POSTIONS

No	Driver	Pts
1	166 Bobby Griffin	204
2	55 Craig Finnikin	118
3	175 Karl Hawkins	111
4	2 Paul Harrison	110
5	93 Sam Makim	78
6	457 Callum Gill	74
7	73 Chris Cowley	72
8	463 James Morris	71
9	464 Luke Davidson	67
10	8 Catherine Harris	57

AMERICAN RACER DRIVER OF THE MONTH

FINAL POSTIONS for OCTOBER

No	Driver	Pts
1	84 Tom Harris	209
2	175 Karl Hawkins	174
3	36 Jordan Falding	165
4	16 Mat Newson	157
5	217 Lee Fairhurst	150
6	515 Frankie Wainman	129
7	489 Harrison Utley	116
8	166 Bobby Griffin	114
9	73 Chris Cowley	108
10	295 Louis Goodwin	84

2022 NOVICE OF THE YEAR

Final Postions for 2022

No	Driver	Pts
1	368 Callum Thornton	187
2	452 Joshua Spries	160
3	78 Lewis Galer	103
4	163 Mark Balmer	23
5	548 Daniel Brooke	15

2022 BOSS CHAMPIONSHIP

Final Postions for 2022

No	Driver	Pts
1	84 Tom Harris	333
2	515 Frankie Wainman	306
3	47 Simon Traves	236
4	55 Craig Finnikin	200
5	217 Lee Fairhurst	179



2021 GALA NIGHT - SKEGNESS RACEWAY



DRIVERS LISTS

ON THIS DAY CARL HESKETH

PHOTOS: PAUL TULLY, MARTIN DOWNS, DES PENNY. FOR THE ALMOST COMPLETE HISTORY OF F1 STOCK CAR RACING, VISIT SINCE 1954 WWW.STOXNET.COM/SINCE1954

BRISCA F1 - DRIVERS LIST

8	Catherine Harris	147	Eddie Collins	368	Callum Thornton
16	Josh Cook (BTCC)	157	Adam Joyce	381	Tyrone Evans
16	Matt Newson	161	Harry Moir	389	Ryan Bensley (BTCC)
20	Liam Gilbank	172	Micky Randall	392	Lewis Evans
21	Mark Gilbank	175	Ricky Collard (BTCC)	417	Adrian Moss
24	Mark Adkins	195	Carl Boardley (BTCC)	453	Thomas Andrew
24	Dan Welch (BTCC)	195	Dean Whitwell	489	Harrison Utley
31	Oliver Wadsworth	219	Jacklyn Ellis	524	Dan Rowbottom (BTCC)
36	Jordan Falding	226	Darren Lindsay	524	Jason Cull
37	James Morris	259	Paul O'Neill (BTCC)	526	Finn Sargent
43	Adam Bamford	287	Jansen Wilkinson	536	Ben Barnicoat
47	Bobby Thompson (BTCC)	295	Louis Goodwin	544	Dexter Patterson (BTCC)
68	Ben Lockwood	298	Tom Spencer	551	Courtney Finnikin
73	Aiden Moffat (BTCC)	318	Rob Speak	555	Frankie Wainman Jnr Jnr
86	John O'Brien	324	Jordan Thackra	560	Luke Wrench
120	Casey Englestone	326	Rick Parfitt Jnr (BTCC)	568	Nick Schofield
124	Kyle Gray	343	Ewan McCrudden	576	Mark Tanner
132	James Hall-Morton	350	Hannah Andrew	H6	Pascal Spigt

BRISCA F2 - DRIVERS LIST

7	Gordon Moodie	231	Matthew Clayton	606	Andrew Palmer
22	Dave Gallagher	239	Michael Johnston	611	Josh Winch
23	Colin Johnston	251	Craig Driscoll	647	Chris Burgoyne
31	Jason Jordan	226	Billy Webster	688	Lauren Ford
47	Greg McKenzie	285	Caiden Morrison	705	Martin Smith
H52	Xander van Wijlick	297	Pail Bailey	738	Joe Woods
73	Jon Hodgson	321	Edward Neachell	746	Gary Kitching
H79	Nigel Stegmeijer	356	Harry Overy	757	Martin Chadwick
84	Tom Harris	359	Gary Wrench	795	Jason Clow
120	Finn Hunter-Johnson	376	Daz Seneschall	828	Julian Coombes
151	Thomas Chadwick	381	Sam Hooker	900	Conner Smith
H152	Chris Hendriks	382	Joe Bamford	903	Ben Spence
161	Ben Bate	390	Jessica Smith	915	Jamie Jones
183	Charlie Guinchar	435	Adam Paling	924	Stuart Wright
H190	Justin Albrecht	533	Johnny Egg	931	Rebecca Smith
H202	Aardjan Van Dam	564	David Shearing	970	Archie Farrell
210	Tristan Claydon	595	Jamie Young		
229	Scott Hartley	597	Barry Clow		

SATURDAY 19TH NOVEMBER 1988

Scunthorpe has the rare claim to fame in being one of only a handful of towns outside London to have had three stock car tracks. A one-off meeting was held in Quibell Park in 1954, before stock cars returned in 1987 with the opening of Ashby Vile Speedway, and more recently the Eddie Wright Raceway had some meetings 2009-2010. This was the 8th meeting at Ashby Vile, with Graham France winning the main event. The last event was "The 1000", with Ray Tyldesley winning a cool £1,000.

SUNDAY 19TH NOVEMBER 1989

Hednesford Raceway was one of the original pioneer venues. The first stock car meeting there was in August 1954, on a disused race track built in a disused reservoir. This was the 67th F1 meeting to be staged. Mark Wareham won the opening heat; he returned to F1 in 2019 after a 28 year break, which is almost certainly a record, and races alongside daughter Ashleigh. He also won the Helter Skelter. Peter Falding won the second Heat, and there was an international flavour with the Consolation going to Dutch legend Rien Rutjens. The Final was a win for the World Champion, Ray Tyldesley, who had outraced all-comers at Coventry in September. The last was the then-traditional end of season race "The 1000", with John Lund taking home a grand.

SATURDAY 19TH NOVEMBER 2005

The Champions League Final was rearranged to King's Lynn, having originally been scheduled for Sheffield the week before, but both the track and the pits were under water. Mark Gilbank gave a virtuoso performance to take the title, with Frankie Wainman Jnr unable to get close. Frankie made up for it by winning Heat 3 and the Final and placing 4th in the from the lap handicap. The last race of the season saw a cool and collected drive from Dave Russo to take the win.

SATURDAY 19TH NOVEMBER 2011

James Neachell won two heats at the annual Gala Night at Birmingham. The son of 70s/80s driver Malc, James raced from 2000 to 2018 and won 16 Finals. The other Heat and the Final were won convincingly by Mick Harris, father of the sport's current top driver, Tom. Mick had retired from racing, but had borrowed Tom's car for one last hurrah, and he certainly went out in style.





UNDER 25'S CHAMPIONSHIP - SPONSORS LIST

- Makim Electrical Ltd - £30 for the highest placed yellow top
- Nigel Harray - £45 for the driver with the most damage
- Ben & David Crosby - £25
- Steve Abbott - £20
- Matthew Gates - £30 for the highest placed blue top
- Paul Ingamells - £50
- Richard Brighton - £50
- FWJ Racing - 4 DMACK Tyres
- 1 for the 2nd white top over the line
 - 1 for the 2nd yellow top over the line
 - 1 for the 2nd blue top over the line
 - 1 for the 2nd red top over the line
- Wainman's Caravans - £100 (£5 for 5th place on each lap)
- Colin Moss - £30
- Georgina Aisthorpe - £100 for the highest placed female
- Teng Tools - £200 worth of vouchers (£50 each for the top 4)
- Midlands Groundwork's & Roofing - £50 for the highest placed white top
- Andy Johnson - £25
- Scott McKenzie - £20 for the leader on lap 7
- Ian Bannister - £50 for the youngest driver in the top 12
- Michael Story - £100
- £50 for the highest placed male
 - £50 for the highest placed female
- Thomas Ackroyd - £50 for the highest placed Yorkshire driver
- Astra & Andrew - £50 for 9th place on lap 9
- Paul Buckle - £20
- Carolyn Taylor - £10
- Darrell & Daphne Smith - £20
- Sworders Transport & Storage - £50 for the fastest lap

- Alfie Battle Racing - £150
- £50 for 7th place
 - £50 for the last driver over the line
 - £50 for the best presented car
- HJR Ronitz Speed Test - £200
- £50 for the highest placed Dutch driver
 - £50 for the highest placed white top
 - £100 for the driver who leads the most laps
- John - £100 for the last female over the line
- Karl Hawkins - £50 for the best last bend
- Stephen Lawson - £100
- £25 for the 3rd white top over the line
 - £25 for the 3rd yellow top over the line
 - £25 for the 3rd blue top over the line
 - £25 for the 3rd red top over the line
- Dean Whitwell (Team 195) - £40 for the first puncture
- Stacey Hawkins - £25 for 5th place on lap 5
- Brian Anley - a case of beer for 12th place at half way
- Abigail Anley - a case of beer for the first driver to be taken off by a tractor
- Scouser Jeff - £20
- Darrell & Jamie in memory of Phil Perkins - £20
- Jason Holden (Team 38) - £40
- £20 for 3rd place
 - £20 for 8th place at halfway
- Jason Eaton - £20 for the first driver to retire from the race
- Mick & Sharon Harris - £84 for 8th place
- Heidi-Lee Harris - £100 for 8th place on lap 4
- Keith Farren - 8 inch wheel for 7th place on lap 7
- GME Fabrications - £50 for the slowest lap
- Charlotte's Cupcakes - £50 for the oldest driver to finish
- Team Collins - £40 for the first driver home with an odd number

A BIG THANK YOU TO PHOEBE WAINMAN-HAWKINS FOR ALL HER EFFORTS IN THIS FUND RAISING CAMPAIGN

UNDER 25'S CHAMPIONSHIP - ROLL OF HONOUR

YEAR	DATE	TRACK	1ST	2ND	3RD
2006	August 28	BELLE VUE	291 DAN SQUIRE	322 JAMES NEACHELL	390 STUART SMITH JNR
2007	July 14	NORTHAMPTON	197 RYAN HARRISON	390 STUART SMITH JNR	84 TOM HARRIS
2008	September 20	IPSWICH	107 LEE ROBINSON	84 TOM HARRIS	498 SPENCER TAYLOR
2009	September 05	COVENTRY	197 RYAN HARRISON	4 DAN JOHNSON	107 LEE ROBINSON
2010	August 28	BIRMINGHAM	84 TOM HARRIS	4 DAN JOHNSON	16 MATT NEWSON
2011	September 25	BELLE VUE	505 ROB TUNNAH	4 DAN JOHNSON	446 JOE BOOTH
2012	October 20	BIRMINGHAM	197 RYAN HARRISON	84 TOM HARRIS	4 DAN JOHNSON
2013	August 26	BELLE VUE	217 LEE FAIRHURST	4 DAN JOHNSON	84 TOM HARRIS
2014	July 12	SKEGNESS	1 TOM HARRIS	212 DANIEL WAINMAN	464 LUKE DAVIDSON
2015	November 14	BIRMINGHAM	212 DANIEL WAINMAN	220 WILL HUNTER	166 BOBBY GRIFFIN
2016	November 12	BIRMINGHAM	408 ANT WHORTON -EALLES	346 ASHLEY ENGLAND	4 DAN JOHNSON
2017	November 18	BIRMINGHAM	217 LEE FAIRHURST	283 ALEX WASS	346 ASHLEY ENGLAND
2018	November 17	BIRMINGHAM	217 LEE FAIRHURST	220 WILL HUNTER	242 JOE NICHOLLS
2019	November 16	BIRMINGHAM	220 WILL HUNTER	124 KYLE GRAY	147 EDDIE COLLINS
2020	Evet Not Held				
2021	November 20	SKEGNESS	124 KYLE GRAY	147 EDDIE COLLINS	5 CHARLIE SWORDER



GALA NIGHT TROPHY - ROLL OF HONOUR

YEAR	DATE	TRACK	1ST	2ND	3RD
2007	December 01	BIRMINGHAM	33 PETER FALDING	515 FRANKIE WAINMAN JNR	22 WILL YARROW
2008	November 15	BIRMINGHAM	53 JOHN LUND	515 FRANKIE WAINMAN JNR	2 PAUL HARRISON
2009	November 21	BIRMINGHAM	321 ED NEACHELL	390 STUART SMITH JNR	2 PAUL HARRISON
2010	November 20	BIRMINGHAM	1 ANDY SMITH	515 FRANKIE WAINMAN JNR	462 SCOTT DAVIDS
2011	November 19	BIRMINGHAM	8 MICK HARRIS	150 MICK SWORDER	515 FRANKIE WAINMAN JNR
2012	November 18	BIRMINGHAM	84 TOM HARRIS	90 LIAM BROWN	468 CHRIS BURGOPYNE
2013	November 16	BIRMINGHAM	197 RYAN HARRISON	218 DEREK FAIRHURST	321 ED NEACHELL
2014	November 15	BIRMINGHAM	388 PAUL FORD	47 CHRIS BURGOPYNE	212 DANIEL WAINMAN
2015	November 14	BIRMINGHAM	4 DAN JOHNSON	515 FRANKIE WAINMAN JNR	217 LEE FAIRHURST
FROM 2016 THE GALA NIGHT TROPHY CARRIED THE DAVE LEONARD MEMORIAL TROPHY					
2016	November 12	BIRMINGHAM	445 NIGEL GREEN	346 ASHLEY ENGLAND	217 LEE FAIRHURST
2017	November 18	BIRMINGHAM	172 MICKEY RANDALL	212 DANIEL WAINMAN	11 NEIL SCRIVEN
2018	November 17	BIRMINGHAM	544 BEN HOWARD	242 JOE NICHOLLS	408 ANT WHORTON-EARLES
2019	November 16	BIRMINGHAM	Not Run		
2020	Event Not Held				
FROM 2021 BACK TO GALA NIGHT TROPHY					
2021	November 20	SKEGNESS	124 KYLE GRAY	536 BEN BAINCOAT	464 LUKE DAVIDSON



RANDALL'S GALA ROARAROUND PETE RANDALL

Good evening and for the last time in 2022 we are here to witness all of the best that Brisca has to offer with a full night of F1 and F2 action with some Ministox thrown in for good measure. It really does not seem possible that it is twelve months since Skegness staged this meeting for the first time after the loss of the venue at Birmingham where it had been staged for many years. I think I can safely say that the event was a success and before I go any further I thought it would be useful to have a look back at what went on 12 months ago in the F2 part of the meeting.

The format was two heats and a consolation with the top 12 cars from each qualifying for the Gala Championship final. The first heat saw Jack Witts (880) make his debut in F2 racing after his stellar career in Ministox, he started off in the ideal fashion with a win in his first ever F2 race, he led home Gordon Moodie (7) and Harley Burns (992). Staying with Jack, he quickly rose to star grade during 2022 and despite losing some time during the season due to a broken wrist he is still amongst the star grade and has already secured the 2022 Novice of the Year title. Heat 2 went to Jessica Smith (390) and she beat Charlie Guinchard (183) over the line with Ben Lockwood (618) completing the top three, Jessica has gone on to have a fairly successful season this year with a couple of final wins coming her way and almost rising to star grade in mid-season. The consolation was a win for Josh Winch (611), the top three in this one was completed by Dale Seneschall (482) and Harley Thackra (9). The final is lined up in reverse national points order with the lowest at the front. However it was still the guys near the back that done the winning with Gordon Moodie taking a fine win ahead of Guinchard and Graham Fegan (N1998). The meeting closed as it had begun with a second F2 career win for Jack Witts in an all comers event.

As this is the close for 2022 I thought it would be a good idea to have a quick review of what has happened with the major titles during the season. Obviously the biggest title of all is the World Championship and that was staged at Kings Lynn and Dave Polley (38/1) took the crown after a great battle with Guinchard. That was really the title that Dave had been chasing for quite a few years and he has been in good form since his big win and has also since joined the '100 club', a very select group that has won 100 F2 finals, he took his 101st at Bradford last Saturday night. The National Series for the silver roof was completely dominated by Charlie Guinchard, so much so that he had won the title even before the 'double points' final at Bradford last week. It has been a very successful season for the 183 team and he also won the British Championship at Aldershot in what was a very well received debut meeting for the formula at this track. That was not the end of it though for the 183 driver as he also won the English Championship at the big, fast Hednesford oval with a very dominant display.

The European Championship at Northampton was another Gordon Moodie triumph to add to his very lengthy list of major wins in what is now a pretty long career in F2 racing, Gordon has not been seen south of the border since the World Final weekend but I would be surprised if he is not here to defend his Gala title tonight. Gordon also won the F2 Nationals trophy at Cowdenbeath as well as the Irish Open title and the F2 Challenge Trophy over a weekend at Nutts Corner. One title that Gordon often wins is the Scottish Championship but that had a surprise winner this year with Ben Spence (903) making the long trip from the south of England to take his first ever major F2 victory. The World of Shale Final was run for the first time ever at the Odsal Stadium in Bradford and that gave us a new winner in the form

of Charley Tomblin (129) who just managed to hold off Charlie Guinchard. That really just leaves the Grand National Championship which was won by Billy Webster (226) just a couple of weeks ago at Sheffield, that is the second time he has won this title having previously won it a few years back at Northampton. I suspect that most of the major winners that I have just named will be here tonight to compete for the red and white chequered roof that goes with the title of Gala Champion.

The most recent form at Skegness was just a week last Sunday, the final that day was won by Kelvyn Marshall (101), the former gold top was racing from the blue grade which is an advantage that he does not really need, he said he would be back today to race from a far more appropriate star grade. The runner-up that day and long time leader of the final was Greg McKenzie (47), so far in his career McKenzie has been mainly known as a shale racer but he has an aging but competitive RCE car now at his disposal and has been putting it to good use, that was his second runner-up place in recent times having also filled that place at the last Buxton meeting. Look out some more good results from him this evening, particularly if it is a bit damp. Third place in the final that day was Tom Bennett (213) and once again he has had a great season in 2022 and it would not surprise me to see a red roof on the 213 car next season.

Therefore as this is the end of this season it seems appropriate to have a look at what next year will bring, well the big news is that the F2 World Final is to be staged for the first time ever at Nutts Corner in Northern Ireland, that should be an event to remember and I can promise you that the whole area is a great place to have a holiday for a few days if you can manage it. The semi-finals are going to be at Mendips Raceway at Bristol and

the British Championship will be held over a weekend in mid-May at Cowdenbeath in Scotland. In a departure from recent years the European Championship will held at Mildenhall for the first time ever in mid-June and the big UK weekend will be as ever here at Skegness in early July. The actual F2 fixture list is not out yet but I think you can probably expect that the season will start on the first Saturday in March with a World qualifier at King's Lynn and then if previous seasons are anything to go by there will be a meeting here the following Sunday afternoon, but that is pure conjecture on my part, I am only going on fixtures from recent years. The relevant information will be all available in due course on the relevant websites.

On that note it is only left for me to hope for a dry evening and hopefully not too cold, whatever I hope you all enjoy the racing and winter well everyone and hopefully we will all gather around the raceways again in March 2023. Have a safe trip home.

F2 GALA CHAMPIONSHIP

Year	Track	Driver
2021	SKEGNESS	7 GORDON MOODIE
2020	NOT STAGED	
2019	NOT STAGED	
2018	BIRMINGHAM	24 JOHN PALMER
2017	BIRMINGHAM	560 LUKE WRENCH
2016	BIRMINGHAM	560 LUKE WRENCH
2015	BIRMINGHAM	817 TIM BAILEY
2014	BIRMINGHAM	7 GORDON MOODIE
2013	BIRMINGHAM	445 NIGEL GREEN
2012	BIRMINGHAM	445 NIGEL GREEN
2011	BIRMINGHAM	886 CHRIS BRADBURY



NATIONAL MINISTOX

Skegness Gala Night is always a night to remember for the National Ministox Club. It is an opportunity for drivers who race other formulas to borrow another drivers car and experience the thrills of this high adrenaline, contact motorsport for young drivers aged 11-16. We also get brothers and sisters of current drivers wanting to show their siblings how it's done for this last weekend of racing in the Ministox racing calendar.

This year is no different, with 44 drivers currently booked in to race at the time of writing this programme piece. The back of the grid will be full with the likes of our National Champion #1 Lewis Smith, as well as our silver roof, National Points Champion #186 Kasey Jones who has had a fantastic season this year winning 22 races. #51 Joelan Maynard will be sporting his gold stripes after taking victory in the World of Shale championship a few weeks back at Bradford, as well as #277 Tom Rogers who will be racing in his last Ministox race before he turns 16 in January.

At the very back of the grid will be a gaggle of first time drivers wanting to make some progress through the pack. #270 Ella Rogers, #42 Sophie Adkins and Mia Critchley are all siblings of current Ministox drivers. We also have #113 Savannah Montgomery-Brown and a group of drivers coming from other junior formulas: #533 Alfie Joynson and #8 James Owen from Junior Micra Rods, #355 Alden Grindey and #19 Mason Wadsworth coming from Junior Stoxkarts, Junior Banger driver #455 Lexi Finney and #202 Charlie Wright who currently races Ministox at Trent raceway. We hope they enjoy their first experience of National Ministox.

A big thank you to F1 Team Spires #452 for sponsoring todays meeting with some amazing trophies.

To find out more about the club and to keep up to date with latest news and fixtures visit www.nationalministox.co.uk



NATIONAL MINISTOX - DRIVERS LIST

1	Lewis Smith	200	Lewis Hunter	335	Jake Woodhull
8	James Owen	202	Charlie Wright	355	Aiden Grindey
18	Sarah Tornlin	212	Ollie Armstrong	411	Keiran Lanckham
19	Mason Wadsworth	213	Mia-Louise Rogers	425	Boden Murfin
20	Freddie Hunter-Johnson	216	Alfie Key	455	Lexi Finney
22	Callum Johnson	220	George Englestone	507	Dara McInerney
27	Luke Syrett-Barsby	223	Toby Partridge	533	Alfie Joynson
42	Sophie Adkins	263	Jayden Worrall	611	Jamie Hanson
43	Liam Ross	267	Jack Simonds	612	Charlie Key
51	Joelan Maynard	269	Freddie Rogers	711	Cody Hanson
113	Savannah Montgomery-Brown	270	Ella Rogers	732	Brooke Kitson
126	Jaden Key	272	Luca Hodgson	934	Calum Williams
180	Lucy Witts	277	Thomas Rogers	H248	Wout Hoffmans
183	Mason Whittle	279	Paige Hopkins		Mia Critchley
186	Kasey Jones	293	Acacia Bartram		



GALA MEETING '22 | SKEGNESS STADIUM SATURDAY 19TH NOVEMBER 2022

BRISCA F1 - F2 - NATIONAL MINISTOX - START TIME: 5.00PM

PRE EVENT: 4:40PM

BTCC 'CLASH' BRISCA F1

RACE 1 NATIONAL MINISTOX RACE 1

RACE 2 BRISCA F1 HEAT 1
UNDER 25'S CHAMPIONSHIP

RACE 3 BRISCA F2 HEAT 1

RACE 4 NATIONAL MINISTOX RACE 2

RACE 5 BRISCA F1 HEAT 1

RACE 6 BRISCA F2 HEAT 2

RACE 7 NATIONAL MINISTOX RACE 3

RACE 8 BRISCA F1 HEAT 2

RACE 9 BRISCA F2 CONSOLATION

RACE 10 BRISCA F1 HEAT 3

RACE 11 NATIONAL MINISTOX RACE 4

RACE 12 BRISCA F2 GALA NIGHT
CHAMPIONSHIP FINAL

RACE 12^a JONNY SWIFT MEMORIAL
BRISCA F1 GALA NIGHT FINAL

RACE 14 BRISCA F2 ALL COMERS

PRE EVENT: BTCC 'CLASH' BRISCA F1

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 1 - NATIONAL MINISTOX RACE 1

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 2 - BRISCA F1 HEAT 1 UNDER 25'S CHAMPIONSHIP

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 3 - BRISCA F2 HEAT 1

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 4 - NATIONAL MINISTOX RACE 2

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 5 - BRISCA F1 HEAT 1

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 6 - BRISCA F2 HEAT 2

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 7 - NATIONAL MINISTOX RACE 3

1. 2. 3. 4. 5.
6. 7. 8. 9. 10.

RACE 8 - BRISCA F1 HEAT 2

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 9 - BRISCA F2 CONSOLATION

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 10 - BRISCA F1 HEAT 3

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 11 - NATIONAL MINISTOX RACE 4

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 12 - BRISCA F2 GALA NIGHT CHAMPIONSHIP FINAL

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 12A - JONNY SWIFT MEMORIAL - BRISCA F1 GALA NIGHT FINAL

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

RACE 14 - BRISCA F2 ALL COMERS

1.	2.	3.	4.	5.					
6.	7.	8.	9.	10.					

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Sunday 5th
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UNDER 10's GO FREE! - FREE PARKING - WEEKEND CAMPING



JOHN SWIFT MEMORIAL

John started racing in the late 50's under the number 80. He travelled all over the UK with his trusty mechanic Dave. He always had some funny stories to tell about his racing days but always got lots of enjoyment from them. In later years he loved meeting up at stock cars as a spectator and made life long friends. He also sponsored some meetings and ran a few charity events too. He was a well loved character around the track. Missed dearly by family and friends.



GroundShaking 600bhp+ Cast Iron V8 power in a Solid-Steel Chassis on Full Race Tyres • Over 30 Cars per race, on tiny quarter-mile oval tracks. Best of all? 100% FULL CONTACT!



March

SATURDAY
March 18th King's Lynn
Usual Saturday first race time - 5pm. See Contact info

SATURDAY
March 25th Bradford

...the British Stock Car Association
(BRISCA) Formula One

Official 2023 Fixture List

As of November 12th 2022. Always subject to further change & eSoc. See Contact info

April

SATURDAY
April 1st Northampton

FRIDAY
April 7th Skegness

SUNDAY
April 9th Sheffield

SATURDAY
April 15th King's Lynn **WORLD ROUND 9**

SATURDAY
April 22nd Mildenhall **WORLD ROUND 10**

SUNDAY
April 23rd Northampton **WORLD ROUND 11**
Usually starts 12:30pm. See Contact

SUNDAY
April 30th Buxton **WORLD ROUND 12**
Usually starts 12-1:30pm. See Contact

May

MONDAY
May 1st Hednesford **WORLD ROUND 13**
Usually starts 7:30pm. See Contact info

SATURDAY
May 6th Skegness **WORLD ROUND 14**
UK Open Champs Weekend

SUNDAY
May 7th Skegness **UK OPEN CHAMPIONSHIP**

13+14: BRISCA F1 weekend off

SATURDAY
May 20th King's Lynn

SATURDAY
May 27th Bradford

SUNDAY
May 28th Bradford

June

SUNDAY
June 4th Sheffield **WORLD ROUND 15**

SATURDAY
June 10th Mildenhall

SUNDAY
June 11th Mildenhall **EUROPEAN CHAMPIONSHIP**
#515 Junior Warraman Defends the Red+Yellow Roof

SATURDAY
June 17th Ipswich **WORLD ROUND 16**
Final Tarmac World Qualifying Round

SATURDAY
June 24th Bradford **WORLD ROUND 17**
Final 2023 World Qualifying Round

July

SATURDAY
July 1st King's Lynn

SUNDAY
July 2nd Blauwhuis, NL **WORLD OF DIRT**
619 Wylde de Vries defends Holland's NL #1 Gold Coast Roof

SATURDAY
July 8th Skegness **TRUST FUND "Red Top" RACE**
UK Championship Speedweekend*

SUNDAY
July 9th Skegness
UK Championship Speedweekend*

15+16: BRISCA F1 weekend off

SUNDAY
July 23rd Hednesford **BRITISH CHAMPIONSHIP**
The Day-Long events + Final race to decide the CHAMPIONSHIP!

SATURDAY
July 29th Mildenhall **FIRST WORLD CHAMPIONSHIP SEMI-FINAL**

SUNDAY
July 30th Northampton

2023 RaceDates Continued & Venue Contact info on next page



September

2+3: BRISCA F1 Weekend off (& 2023 Formula Two World Final, Nuts Corner NI)

FRIDAY
Sep. 8th Northampton **Overseas F1 Stockcars**
Non-BRISCA F1 World Final Warmup

SATURDAY
Sep. 9th Northampton **WORLD FINAL**
#5 Charlie Sworder Defends Gold

SUNDAY
Sep. 10th Northampton **WORLD MASTERS**

SATURDAY
Sep. 16th Buxton **NATIONAL SHOOTOUT WORLD #1**

SATURDAY
Sep. 23rd Bradford

SATURDAY
Sep. 30th King's Lynn **NATIONAL SHOOTOUT WORLD #3**

October

SATURDAY
Oct. 7th Skegness **NATIONAL SHOOTOUT WORLD #2**

SUNDAY
Oct. 8th Skegness **NATIONAL SHOOTOUT WORLD #4**

SATURDAY
Oct. 14th Bradford **NATIONAL SHOOTOUT WORLD #5**

SATURDAY
Oct. 21st King's Lynn **NATIONAL SHOOTOUT WORLD #6**

SATURDAY
Oct. 29th Northampton **NATIONAL SHOOTOUT WORLD #7**

November

SUNDAY
Nov. 5th Hednesford **NATIONAL SHOOTOUT WORLD #8**

SATURDAY
Nov. 11th Bradford **NATIONAL SHOOTOUT WORLD #9**
To decide the 2023-24 Silver Roof

SATURDAY
Nov. 18th Skegness **GALA NIGHT**
2023 Gala Night, featuring Under 25s Champs.

August

SATURDAY
Aug. 5th Buxton **SECOND WORLD SEMI-FINAL**

12+13: BRISCA F1 weekend off

SATURDAY
Aug. 19th Venray, Holland / NL

SUNDAY
Aug. 20th Venray **WORLD CUP**
aka Gold Coast, NL, Gold Race
#47 Danny van Wamelan Defends NL Tarmac Gold

SATURDAY
Aug. 26th Bradford

SUNDAY
Aug. 27th Sheffield **NATIONAL SHOOTOUT WORLD #10**

(IMPORTANT!)
Contact BRISCA F1 promotions to confirm event & details **Before** scheduling travel! For Top Level Official updates go to www.BRISCAF1.com also www.yerston.info **WORLD OF DIRT** www.fb.com/BSCDAF1 **And via all good Social Media**

WARNING: MOTORSPORT CAN BE DANGEROUS
OPERATE THE CHAMPIONSHIP OFFICIALLY, ACCREDITED MEMBER OF THE INTERNATIONAL MOTORSPORT ASSOCIATION (FIA) AND THE INTERNATIONAL MOTORSPORT FEDERATION (FIM). WE ARE A MEMBER OF THE MOTORSPORT ASSOCIATION OF GREAT BRITAIN (MAGB).

Blue - High speed hard surface tarmac tracks
Red - loose surface added chase shale ovals

Blauwhuis near Wolsum Village, North Holland
www.fac-autocross.nl

Bradford Odsal Stadium BDE 1BS
Sheffield Owlerton Stadium S6 2DE
www.yerston.info **WORLD OF DIRT** 01286 600660

King's Lynn AFA, PE34 3AG t: 07269 898927
www.stockcar-racing.co.uk 1. 01533 771111

Mildenhall Stadium IP28 8QU
www.mildenhall.spedeworth.co.uk 01252 322 920

Northampton Shalveyway NN7 2BA
www.ip28.co.uk

Hednesford Hills Raceway WS12 1BF
www.incarace.co.uk and/or www.hednesford.co.uk

Ipswich Foxhall Raceway IP4 5TL
www.spedeworth.co.uk 01252 322 920

Buxton Raceway Derbyshire, SK17 0RR
www.buxtonraceway.com 01673 732526

Skegness Raceway Marsh Lane, PE24 5JA
www.skegway.info 07881 021058

Venray near Bakelstedijk, Ysselstein, Limburg, South Holland, NL
www.RacewayVenray.com

All Features, Start times & any and all other information & details shown on this Official 2023 Fixture list (as of Nov 12th, 2022-Draft #1) are still subject to future change, rescheduling, and in extreme cases relocation, cancellation or even errors or omissions in print - eSoc. Please Always Check with relevant promotions to confirm details, entry prices/conditions etc. before scheduling travel to any dates shown. ©Soc 1st 188, 2019-22

2022 Ipswich World Final: 515 FWJ lost the lead driving out on the oilspill from this 47 Simon Traves engine blowup.

#5 Charlie Sworder pushing the front rows all the way to the carmine in a gap one turn one... and after 65 years and 3 generations of trying, BRISCA F1 Gold to Sworder (Skegness.com)

(Dave Bastock/ma)

NORTHAMPTON *Shaleway*



2023

BTCC

World Final



**START TIMES
TO BE
CONFIRMED**

FRIDAY 8TH SEPTEMBER

SATURDAY 9TH SEPTEMBER

SUNDAY 10TH SEPTEMBER

**SPARKS
& BAYE**

WWW.INCARACE.CO.UK