



Date 10/05/2025

Motorsport UK Permit Number CH2025 / R104 (c) & CH2025 / R106 (c)

Dear Competitors and Team Managers,
Please find below the Meeting Report for Round 2 at Anglesey Coastal

Anglesey Coastal Meeting Report

Drivers Briefing

- Carried out in person to all Drivers by Mandy Sear and Andy Stevens MSVR

Qualifying 10/05/2025

- Track Dry, Weather Sunny.
- The session commenced at 09:00 and concluded at 09:20
- During the session, **Cars 66 & 91**, Transponder not working- regulation Q12.8.1 refers.
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Race 1 – Round 1 – 10/05/2025

- Track Dry, Weather Sunny
- The session commenced at 12:44 and ran for 16 laps. The chequered flag was shown to the winner at 13:04.
- **DNF-** Cars 69
- **NS** – Cars 15, 10, 45 & 55.

Issues- Incident on first lap between cars #55, #10 & #45 still under investigation due to one driver suffering severe concussion. Once medical clearance and clearance from MSUK concussion policy have concluded the clerk will complete his investigation.

Investigation held over to Wednesday 25 June. Following the incident, driver of car 55 (Stuart Marston) was under the concussion protocol and was given clearance from this on 5 June.

Unfortunately, this coincided with my annual holiday so held over until my return. Prior to the hearing I ensured Stuart had the in-car footage of the incident, and he told me he also had footage from car 56 (Jason Brown) that was following immediately behind.

Stuart initially stated that he should have pulled out of the position he was on the track, but that he also felt that car 53 (Wayne Gregory) had moved across on him, forcing him on to the grass and then into the collision.

I then talked through my assessment of the incident. Firstly, I highlighted that from the footage I could see that at the end of the green flag lap he had formed up on the row in front of his actual position. I noted that car 5 had been placed in the wrong position at the start of the green flag lap, as he was placed where car 15 should have been, as 15 was a non-starter. During the green flag lap car 55 overtook car 5, and thus at the start of the race he was in position 21 rather than position 23.

From the start of the race car 55 exited turn one and stayed to the inside line into 2, compromising his speed on the exit. On the run to turn 3 (church) he moves to right and left due to other cars, but at the corner is in mid track. This again compromises his exit speed onto the long run up to the incident. The two cars immediately in front, cars 44 (Andrew Porter) and 53 (Wayne Gregory) are contesting the position, with car 53 seemingly gaining on 44. All this time car 55 is wholly behind, albeit very closely behind, car 53, but such that there was never an overlap between them. Car 55 then positions himself on the outside of the two quick right hand kinks going up the hill, which again compromises his position, and means he never has sufficient closing speed to attempt a move on 53. Car 53 then makes a move to his left which I can see was legitimate move to overtake car 44. There is no contact between car 55 and 53 which shows that they was no overlap between them. As he moves left, car 55 is close behind and makes a sudden move to his left, which puts him onto the grass and thus unable to slow before making contact into two other cars that are turning through the corner on the racing line.

From reviewing the footage, and talking to the driver of car 55, I am satisfied that he was the primary cause of the collision by placing his car where he did on the track and attempting a run on the cars in front. He never had the overlap, and should have, by his own admission, pulled out from that position.

Disqualified from the results of the race.

Number of Licence Penalty Points: 4

Clerk of the Course - Andy Stevens (87966)

Championship regulation 6.10 below also applies, as a result of this RD 4 Oulton Park entry not accepted.

6.10 If a driver is disqualified from a race for any reason zero points will be applied. This WILL be counted as one of their 12 best scores. Any points given on licence will be deducted from total points scored. Two or more disqualifications in a season will result in disqualification from the next entered race.

Race 6 (your race 2)– Round 1 –10/05/2025

- Track Dry, Weather sunny.
- The session commenced at 14:48 and ran for 20 laps. The chequered flag was shown to the winner at 15:13.
- **Car 85** - 10 second penalty – Out of position at start
- **DNF**- Cars 26 & 144
- **NS** – Cars 10, 45, 69, 15, 55

Issues- Car 22 - Ch.12 App.7 Art.1.8 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

During race two, there were two reports of contact involving cars 22 and 26. Viewed in car footage from both cars, but car 26 gives the clearest view. Spoke to both drivers. The first contact was at turn two and was minor in mid corner during an attempted overtaking move. The contact did not gain any advantage or delay either car. No further action on this contact.

The second contact was at turn 4 near the end of the race. Car 22 was in front and defending in mid track. Car 26 gets a clear run and is wholly alongside by the turn in point. Car 22 squeezes car 26 to the inside and contact is made, from which both cars continue, although car 26 retires to the pit lane at the end of the lap.

In consideration of the penalty, at the previous event a similar incident occurred, but with the roles reversed. Therefore, the penalty decision is on the merits of this incident but also to be consistent with previous event. Formal Reprimand Number of Licence Penalty Points: 2

The results of Round 2 are now declared.
Complied by Mandy Sear – Date 26/06/2025.