

Revolution

August 2022

The official magazine of  motorsport uk

TOUR THE WORLD

SCENIC TOURS AND REGULATORY RALLIES OFFER
ADVENTUROUS AND CHALLENGING MOTORING



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Last month I highlighted our British Motorsport Day at the Houses of Parliament, after which I received many messages endorsing the approach. People seem to agree that we should be lobbying our politicians to think most carefully about the legislation they

are planning as it will shape the future of transportation for decades to come. I am sure everyone wholeheartedly supports the efforts to turn back the advance of climate change, and all the negative impact that it brings, and naturally we are keen to play our part in any way that we can. We are very hopeful that FIA will soon award Motorsport UK a three-star certification, representing their highest sustainability standard. This accolade has only been given to 14 other FIA ASN clubs worldwide. I am grateful to the team at Motorsport UK and the members of the Sustainability Committee who have worked so hard to identify the measures that we need to take to reach these standards. The reality is that motorsport is full of ingenuity

and innovation, and to a very large extent it is a matter of defining the nature of the goal, whether to win races or rallies or build breakthrough technology; our industry has been incredibly imaginative and resourceful and always rises to the challenge and beyond.

It is with this as a backdrop that I attended the awarding of the Segrave Trophy at the Royal Automobile Club in Pall Mall. The trophy is named in honour of Sir Henry Segrave, the first person to hold both land and water speed records simultaneously. He was also an outstanding racing driver, competing in the first ever French Grand Prix in 1921 and went on to win the same race in a Sunbeam in 1923 – becoming the first Britain to win a Grand Prix in a British car. Tragically he died in June 1930, at the premature age of 33, while attempting a new record on Lake Windermere. The Segrave Award was created by his wife, Lady Doris, who was determined to carry on his legacy. The trophy, which I have to say is one of the most spectacular in the huge array of motorsport accolades that I have seen, is awarded by the Royal Automobile Club and has been presented in most years since 1930. The definition for its award is to 'the most outstanding demonstration of the possibilities of transport on land, air or water'. Linked to this is to be a showcase and demonstration of British engineering and manufacturing excellence.

2021 Segrave Trophy winner Robin Shute, at the Pikes Peak Hillclimb in Colorado, USA



Larry Chen Media



I must admit that while I was very familiar with the name of both Sir Henry and his award, I was less knowledgeable about the detailed history and its recipients, other than a few notable individuals that include Colin McRae MBE, who was awarded the trophy in 1995 after clinching the World Rally Championship and becoming the first British driver to achieve that feat. At that time, I was part of the Prodrive team, responsible for the Subaru World Rally team, and I recall the immense pride that Colin felt in joining the rollcall of honour that lay before him since the 1930s.

Casting my eye down the recipients of the trophy it is nothing short of extraordinary, and I would encourage anybody with an interest in the relentless advances in transportation over the last 90 years to spend a few minutes scanning the extraordinary range of machinery, as well as the talent and bravery that has been exhibited by its recipients. I must admit that I rather indulged in the idea of wondering which of these illustrious people one would love to spend a casual lunch discussing their feats and the details of their exploits. They include Amy Johnson CBE who won in 1932 for her record-breaking flight from London to Cape Town, Sir Malcolm Campbell a year later, for raising the land speed record to over 272mph in Bluebird. Or the famous Alfred Thomas Goldie Gardner OBE, who in 1938 achieved the class G land speed record of 186.6 mph in a diminutive 1100cc MG

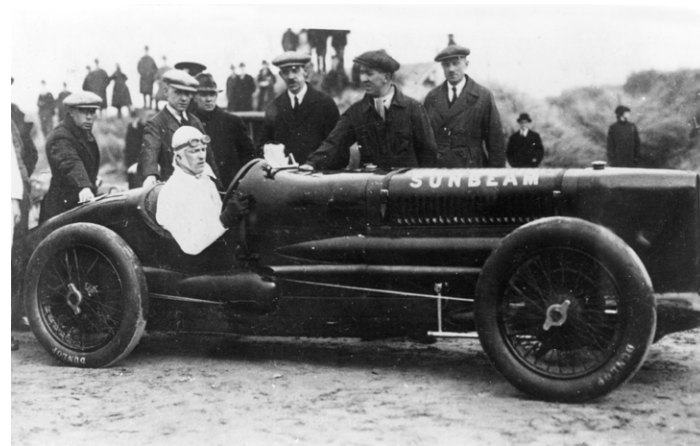
Magnette on the German autobahn. One can only imagine what type of atmosphere there was around such a record attempt taking place on these new-fangled highspeed roads, with Germany on the brink of war with the rest of Europe. The rollcall of winners continues at a pace after the Second World War, with breath-taking feats smashing records on land, water and in the air. Motorcycles also get recognition with the legendary Geoff Duke OBE winning both the junior and senior Tourist Trophy races as well as the 350cc and 500cc Motorcycle World Championships all in the same year. I suspect that will be quite difficult to do now. Also, a hero of mine in the 1980's, Barry Sheene, who's disregard for danger was epitomised by his 'farewell gesture' to Kenny Roberts as he passed him at 180mph round Copse in the 1979 British Grand Prix at Silverstone. Sir Stirling Moss is a multiple winner as are Donald Campbell CBE, Sir Jackie Stewart, Nigel Mansell CBE, and Alan McNish, who was present for the 2021 award that was just held. All extraordinary men and women.

The winner for 2021 is Robin Shute, who in June this year completed a hattrick of victories at the Pikes Peak Hillclimb in Colorado, USA, and has joined an elite group of drivers winning America's second oldest motor race. The track measures 12.42 miles and has over 156 turns, climbing 1,440m from the start, to the finish in thin air at 4,302m. For those that have seen the footage, it is undoubtedly

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one of the bravest feats of driving that I have seen, given the sheer drops off the edge of the road, with no barriers and further dramatised by disappearing into the clouds and snowline towards the end of the stage. That is pretty impressive, but what really marks Robin apart is that he and his fellow engineers, based in Los Angeles, California, were responsible for designing, engineering, and manufacturing his race car, and in so doing very much fulfil the spirit of the Segrave Award. He is a modest man, and perhaps an unlikely hero, but he is marked out like so many of his forebearers on the trophy roster, as one who does not rest on his laurels for a minute and announced that it is his intention to go back, aiming to beat the overall course record set by the Volkswagen I.D. R electric supercar, engineered by the might of Volkswagen's factory motorsport engineers. With the plans for a 550kilo, 1000bhp car in the pipeline, I have no doubt that Robin will stand every chance of not only being a four-time winner, but also the fastest person to have raced to the top at Pikes Peak.

This really is just one more example of how motorsport, and all of us that work in the industry, simply love a challenge. No more so than when it is battling with the elements and turning physics to our advantage, and defying what was previously thought impossible. It is in that context that I firmly believe we must continue to lobby our politicians to refrain from defining the technical solutions that will solve the transportation problems of the future. Instead let them define the outcomes, such as the level of emissions from well to wheel, and leave the technical solutions and the breakthrough ideas to the extraordinary engineers and scientists who populate the motorsport and automotive industries. The danger is, that if the technical solution is set (as is seemingly the case with battery electric vehicles), there



National Motor Museum, Beaulieu.

1926, Sir Henry Segrave at Southport Sands with his record-breaking Sunbeam

is no incentive for the automotive industry, or the petrochemical industry to invest the billions of dollars needed to explore alternatives. I have every confidence that they will arrive at breakthrough solutions – if they are given the technical freedom to do so.

I will end by saying how sorry I was to hear of the passing of Alain de Cadenet at the beginning of July. I have very fond memories of his contagious good humour and encyclopaedic knowledge of cars. He came from a great tradition of the British entrepreneurial spirit, and that led to him famously developing his own De-Cadenet Lola T380, which he campaigned at Le Mans for seven years between 1975-1981. de Cadenet achieved a third place overall at Le Mans and won two rounds of the World Endurance Championship in the same car.

This is symbolic of the change in our motorsport world, where not only that a privateer could achieve such incredible success, but the idea of running the same car for seven years at Le Mans seems almost impossible to comprehend these days.

Alain said that he had the ambition to be the first person to win Le Mans with a homemade car, as that had never been done. In one that you design, name, and drive yourself. He told the story that Jean Rondeau came to see his car in 1973, and that's what gave Rondeau the idea of building his own car, and he went on to win Le Mans in 1980 – the only person to win Le Mans with a car that bore their name and that they drove themselves. I think Alain provided much inspiration to many people and he will be sorely missed. 🌀

Wishing everybody a happy and successful month of motorsport in August.

Kind regards,
Hugh Chambers
CEO, Motorsport UK



Newspress / National Motor Museum/MPL

Segrave Trophy winner Sir Donald Campbell with Bluebird, Lake Eyre, 1963

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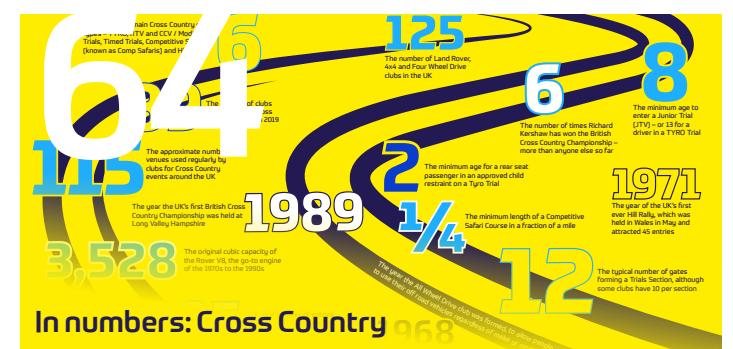
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In Revolution this month, we discover the adventures of **scenic tours and regularity rallies**, pay tribute to **Paddy Hopkirk**, learn about **Aston Martin trailblazer Gillian Harris**, meet the **Technical Team** at Motorsport UK, join four Academy graduates as they progress **On The Ladder**, and learn **How To Watch UK motorsport online and on TV**.



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CLASSIC ROAD TRIPPING

Discover a world of adventure on scenic tours and regularity rallies, with Will Gray

Cruising over the top of a Himalayan mountain pass at 30mph, surrounded by stunning snow-capped mountains, may feel a million miles away from what many term 'motorsport' but in fact, for some licence holders this is very serious competition indeed.

If you like motorsport to be scenic and fun, then multi-day regularity rallies or tours could be just the ticket. Even if your budgets don't cover overseas adventures yet, anyone can get a great taste for this type of motorsport on home soil before broadening their horizons once they have mastered the basic skills.

Classic Car touring and regularity rallying is becoming increasingly popular at both ends of the scale. While some people love to travel around the globe on long-distance adventures, others can enjoy the same type of experiences on a smaller scale, a little closer to home.

Touring, as the name suggests, involves a non-competitive drive in a special car, following a scenic route on fun roads, with breakfast, coffee, lunch, and dinner all part of the experience. Regularity rallying, meanwhile, adds competition with timed sections on the route and driving tests on closed or private roads.

Incredible multi-week adventures like the Alaska to Mexico Marathon or the Peking to Paris Motor Challenge are clearly once-in-a-lifetime experiences that many can only dream of, but in contrast, just under £100, or slightly more for longer events, you can have great fun in the UK on events organised by local clubs or the Historic Road Car Register (HRCR).

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Great driving, camaraderie, and fun

"People who just want to have fun can come and enjoy the day out in their cars on a tour, while regularities are great for those who want to be more competitive as they can really get stuck in," says David Lucas, a former Rally Driver and RAC Rally entrant who is now Competitions Secretary for the HRCR.

"You don't have to own a Bugatti to get involved either! You can have something like a little Austin Healy Sprite – loads of people have those – and you can put the top down, have a nice day out, no pressure, and the route will take you to places you have probably never been to before."

Overseas events are becoming increasingly popular, as people who have grown up watching the likes of Michael Palin or Billy Connolly explore the outer reaches of the globe on the television are now keen to do it themselves, and many are fortunate to have the money and the time to do so.

Mark Appleton is a former HRCR road rally champion who began organising classic rallies straight after he finished university. He has been involved in the London to Cape Town Rally and the famous LeJog event from Lands End to John O'Groats, which is run by the HERO-ERA.

Appleton is now COO and Clerk of the Course at Rally the Globe, one of a few UK-based commercially run clubs offering these kinds of global adventures. "Going over a mountain pass in these very special cars, with immense scenery all around you, it is just amazing," he says.

"We often get to do some very special events, too. On our Ypres to Istanbul event recently, for example, the Mayor of a city we visited closed off roads and stopped the trams running in the centre so we could run a test. We had 600 people lining the streets watching us going around! That was a wonderful experience."

John Brigden, at Bespoke Rallies, recounts similar experiences from their events such as the Imperial Rally, which runs through the Baltics. "Very few people had any idea of the scenery in that area and that is one of the reasons they come on these trips, to enjoy organized adventures," he says.

"They trust us to show them things they wouldn't normally go to and that's what we enjoy doing. I am always astonished the diversity in the world and wherever you go, people are always amazed to see these old cars appearing in places they would not expect to see them!"

RAC origins

According to Lucas, the origin of these types of events, and the HRCR itself, harks back 40 years to when the RAC ran the 'Golden Fifty' tour. Set up to celebrate the 50th anniversary of the first RAC Rally, it took in numerous different racetracks and hill climb venues as well as the legendary Epynt rally stage.

"That event more or less started historic rallying and I was lucky enough to do it," recalls Lucas. "Recently we ran a tour to celebrate that very event, 40 years on, going to places that were on the original run like Prescott Hillclimb, Shelsley Walsh and the Burwarton Stage.

"We had a lot of long-standing members but also newcomers, people bringing their fathers' cars along and all sorts. It was not competitive, no timing, but the chance to go up somewhere like Shelsley in your classic car was special for a lot of people. We had lovely weather, a big turnout, and a fantastic day."

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HRCR





Time controls are all part of the experience

Any club can run these events, and in the last year UK permits were issued for 173 Touring Assemblies and 131 Navigational Rallies, of which 19 were run over multiple days. Motorsport UK has also launched the StreetCar campaign to promote disciplines you can do in your everyday road car, which includes Touring Assemblies, Road / Historic Rallies, Navigational Scatters and more. Meanwhile, specialist clubs such as HERO-ERA, Rally the Globe and Bespoke Rallies have formed to offer different approaches to a similar theme. The combined list of events on offer covers almost the entirety of the globe, with competitive short distance events in the UK and Europe and longer distance regularities and expedition tours such as Lima to Cape Horn and the Road to Hanoi Marathon showing the locational and cultural diversity on offer.

"We go to some pretty interesting places," says Bespoke Rallies' Brigden, a former magazine editor who also managed the Rover Mini Works Rally Team that ran Paddy Hopkirk. He also had a hand in creating the British Motor Museum at Gaydon, before setting up the not-for-profit club 10 years ago.

"We were the first to do many of these longer events and with each rally we do a photo book for the memories – so we have an incredible library of pictures," he says. "We do a mix of competition events and tours because in a lot of the far-flung places, it's hard enough to tour let alone compete."

"Going into Bhutan, we were the very first international event to run there, and we were invited back a couple of years later to do a rally to mark the coronation of the new king! In the Grand Prix of South America, which we did in 2018, we had Juan Manuel Fangio's son flagging us off. Those kinds of things make it very special."

Rally the Globe was created three years ago and Appleton, who joined a year later, explains: "It was set up to do big Intercontinental events, but we do smaller events as well – we do one or two weekends each year, at least one two-week trips in Europe and then the multi-week challenges and marathons."

"We are set up just like a traditional motor club, with a club committee, and we tend to just look around the world map and think where would be an exciting adventurous place to go? It's as simple as that. We get together around a table once or twice a year and say 'ok, this one seems popular, let's give it a go.'"

Finding the level

Not all events are created equal, and it is important to know what you are getting yourself into. Jumping in at the deep end in a highly competitive regulatory rally with no experience is certainly not a good plan. Equally, for those who are fired up by competition, joining a tour us unlikely to match their desires.

HRGR



Modern classics like the Peugeot 205GTi are becoming popular

To make things simple, HERO-ERA grades its events in the same way as a ski resort grades its runs, with green and blue on the easier side of the grade and red and black only for those with prior experience and plenty of grit and determination and a desire to succeed!

Regularity rules are the same for any club, with three different disciplines, and HERO-ERA Competition Director Guy Woodcock explains: "You have transport sections that take you, for example, from a hotel to a coffee halt. We set a leave time and then give time for crews to stop, take pictures, enjoy the scenery."

"There are then special tests, which use car tracks or private estates and the driver can have a bit of fun. They are timed with an average of 30 mph, so we tend to put in manoeuvres like a slalom of cones, a stop box, and that forms part of the competition element."

"Then there is the more technical side of it, which are the regularities, where entrants must drive a certain section of the route to a very precise average speed. In the green and blue events, we provide all the times and distances they have to be at the various features. In harder events they must use speed tables."

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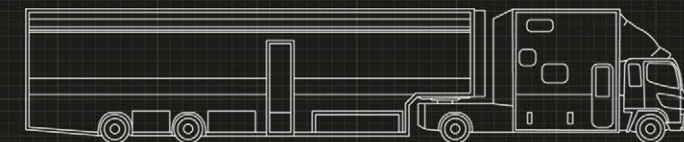
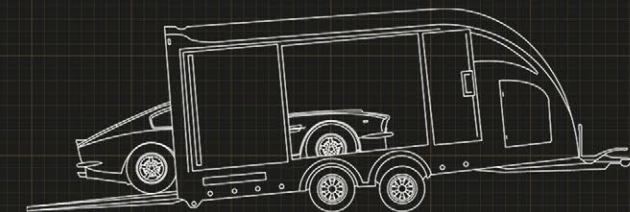
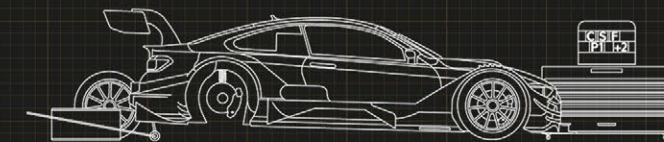
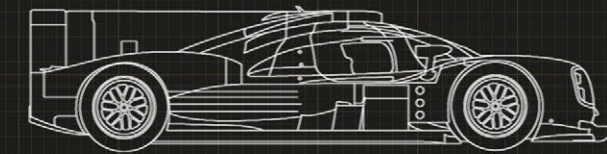
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Regularities in HERO-ERA events tend to range from 7-20 km. They are short sharp sections of competition so that the driver and navigator do not have to concentrate for too long and the trick is making it challenging but not too complicated – so people don't fall out for too long!

"As we go through an event and people start to understand it, we make it a bit harder, throw a curve ball in, do something a bit different," adds Woodcock. "We always try to put one control in each day that makes people hesitate for five or 10 seconds, and that gives you the result to keep the competitive people happy."

When running to regulatory rules, drivers and cars must also meet certain set requirements and Lucas adds: "You need to know what rules you have to comply with, you will require a competition license and the most important thing you need is a very accurate mileage machine."

"Mileages must be recorded very accurately because the instructions might say to you 'start from Control B, follow the route and you have to average 27 mph for the first five miles' then you have to change to 25 mph until you come to the control, and you don't know where the control is."

"You have to get the average right and you can't have average speed meters, so you have to work it out. It sounds difficult, but if you get into it, it isn't that hard. A lot of people, when they start, as long as they get around the route and roughly get it right, that's fine. The top people get it within a couple of seconds."

"On average, if you get around the route and drop a couple of minutes, then you are doing fine. Some people do take it very seriously indeed, but for most what is most important is that they have followed the route, done the tests, and had plenty of fun."

Planned to perfection

Building the skills needed to take on a regulatory rally is not the work of a moment, while the thought of pulling together all the logistics that are required to take a classic car overseas, let alone drive it from country to country through remote locations, would fill many with dread.

Thankfully, those who organise these adventures, from a one-day regularity around the scenic British countryside to a four-week marathon tour in a distant part of the globe,

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CLASSIC ROAD TRIPS

know their stuff, and there are usually plenty of experienced helpers to offer a hand on the way around.

The secret to success is in the planning, and Appleton says: "The competitive side is one thing – finding a nice circuit or Hillclimb to drive – but there is also the logistics of finding nice hotels, making sure the dining is there, finding somewhere for lunch, and all the back-up logistics to go with it as well.

"Our intention is always that we will drive everything beforehand to set things up, normally a year before the event. Often Google Maps lets you 'virtually' drive the route before you get there, but there's still no substitute for getting out there and driving, because things are different when you get on the ground."

This level of preparation helps to allay concerns newcomers may have and Brigden adds: "People worry about distances, conditions, hotels, food, but we are there to take all those worries away. We put thousands of hours into planning every detail and always have a large crew on event to deal with any issues.

"Sometimes people look at the map, for example, and think 'oh, that's a long day' but that is usually not the case. If it's a long distance, it will be on decent quick roads, so a 500km day on fast roads might take you as long as a 250km day through the mountains.

"People also have concerns about reliability but, for example, on the Imperial Rally we had a crew in the middle of the pack and a sweeper at the back. Even though some cars had potentially serious issues, we managed to repair everything and got all cars and all people to the end."

For the long distance events, part of the logistical challenge is developing a route that suits as many people as possible. That involves a good balance of stunning scenery and, where required, healthy competition as well as the high quality experience that many come to expect.

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HERO-ERA's Woodcock says: "You find on those events, 25 per cent of people are extremely competitive, 25 per cent are not at all competitive, and the rest is somewhere between. Getting that balance when you're designing the route is vital, to give everybody what they want."

"Our green or blue events combine a bit of regularity and a bit of competition with a lot of nice driving roads and good scenery, but London to Lisbon, for example, has morphed to have less competitive elements, as that particular event attracts more people interested in the driving than the competition."

Toe in the water

The amount of man hours put into organising these multi-day adventures, as well as the fact that most are designed to cater for the luxury end of the market, means that even a long weekend in the UK will usually command a high price tag, often stretching well into the thousands of pounds.

For those with smaller budgets, or even for those who want to get the hang of it before taking the plunge overseas, the HRCR is a good first port of call. The club organises many one-day tours and regularities of its own, and it also actively promotes events run by others.

"If you pay lots of money to enter a big event, you don't want to go out on the first day," says Lucas. "If you've never done it before, you've got all sorts of pressures. Lots of people worry about the navigation, some people have never done any sort of navigation, they don't know what a road book is."

"Before you throw yourself in off the deep end, you go and have a paddle. On our events, there are a lot of people who are very keen to offer advice and if somebody comes along and says 'later on in the year we are doing LeJog' I would first say, 'blimey, I hope you're prepared' then try to give them some tips."

"We do regularity rallies and we also run tours where we plot a nice scenic route and put out a lot of information about things to look out for on the way. Our *Old Stager* magazine has reports about events that have been done and ones that are coming up from clubs all over the country."

One club that is dedicated to running just one single event in the UK each year is Three Castles Motor Club. Its three-day regularity rally, The Three Castles Trial, is centred in Llandudno each June and takes in routes around Anglesey, Gwynedd and Clwyd in Northwest Wales. It has been going for 20 years and this year welcomed a field of more than 100 cars.

"It's perhaps the biggest event of its kind in the UK," says organiser Ian Crammond. "What matters more is how it feels. Some describe it as a great party with an event attached, others as a great event with a party attached! Either way, entrants appreciate our organisation and the incredibly friendly people, that's the biggest feedback we get."

"All sorts of people come to do it, from those who have done long-distance events to those who come into it as their first classic rally. Complete beginners are offered training and we also have high numbers of experienced staff on event to help out. We use fantastic smooth roads and test venues, including the Great Orme, and we put effort into the evenings too, so everyone has a good time in and out of the car."

The HRCR runs an entire championship of events, including Matlock Motor Club's overnight Dansport Historic Rally. This October will see the 20th running of that event, which has two 'in the dark' regularities in the first evening and six regularities and eight tests the following day.

For many, LeJog is the ultimate challenge in the UK because of its iconic route from the most southwesterly point in England to the very northern tip of Scotland. It is, however, certainly not an easy ride – it is a genuine competition and, being run in December, is also a test of endurance for all competitors and their cars.

David Lucas has first hand experience and says: "If you've done LeJog, you've done a serious event. You've been up at all times, the weather could be bad, and if you are competitor that's great! When I did it, I thought it was fantastic – although I didn't at the time because I was absolutely knackered!"

Getting involved

Motorsport means different things to different people, but deep at the heart of this type of event is the pure joy of getting behind the wheel – as well as, for some at least, the drive of competition. That is why it suits such a diverse range of participants, from touring enthusiasts to retired rally drivers.

"A lot of people who come on our events have done some form of motorsport in the past and they still have an interest in it in the broadest sense," says Brigden. "Quite a few will have got to the point where maybe they're not as competitive as they used to be or just want to have a change and try something else."

"Time, money, and cars are the thing. On the Imperial Rally we ran recently, the demographic was people who love their old cars and have maybe retired or just sold or handed on a company, so they have the disposable income and the time on their hands to do something like this."

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Appleton adds: "We get people from all over the world and a lot of the crews we have are husband and wife, or friends who have known each other for years. For most people, it is about taking their beloved classic car and driving parts of the world where you wouldn't normally think of taking a one!"

HRCR runs an introductory session at the British Motor Museum in Gaydon early each year, where the organisers of all the different events that will be run during the year are on hand to explain what they are like and how you can enter. They also run workshops on how to prepare.

HERO-ERA offers a more hands-on rookie experience with a 'Novice Trial' it runs out of its Bicester office. Woodcock adds: "We do some training, classroom learning, go out on the road and try it out, come back, do a bit more in the classroom and then on the Sunday we do a half day rally. It's a really good taster to get to know how to understand a road book, how to understand regularities."

Although the longer overseas events can often run over multiple weeks, some organisers will happily explore ways in

which people can take on a smaller section if time or money does not permit them to do it all. Likewise, many companies offer UK-based events that are more accessible.

Most people want to run their own cars but for those that want to take part and don't have a classic in their garage, some clubs can organise hire cars, both in the UK or overseas, reducing the costs for shipping and taking out some of the logistics challenges from the organisation.

In the UK, permits require participating cars to fit into certain age categories to be able to participate in regularities, but those set rules are dropped for tours and overseas events, when it is more down to the clubs themselves to decide which cars they will let in.

HERO-ERA, which runs its regularities under Motorsport UK permits and FIVA overseas, requires all cars to be pre-1991, with some events further restricted to only pre-1975 cars. Bespoke Rallies, meanwhile, has set three classifications: pre-war, post-war classics and modern classics, which go right up to 1999.

Some events include night sections



Further information

If you would like to try out Historic Rallying or Touring, use the Club Finder tool at www.motorsportuk.org/clubs-organisers/find-clubs and select Rallying or Touring Assemblies from the dropdown menu. You can enter your postcode to help locate the Clubs nearest to you.

Blue Passion



"We are more inclusive than we used to be," explains Brigden. "We want to attract the next generation and we want to get them involved for the long-term, and if you can have more modern cars, 1970s to 1990s cars, you often get a younger group."

The HRCR is taking a similar approach, and Lucas adds: "Classic cars are getting more and more expensive, and that's why we keep updating what we call a classic. When I was younger, a Peugeot 205GTi was the car to have, but now they're the classics! So, we are constantly bringing that forward."

Rally the Globe has developed an entire event focused on attracting newcomers. Its three-day Generations Rally involves regularity and speed tests where different generations are encouraged to enter together. It ran for the first time earlier this year, attracting a field of 70 entries with 50 participants aged below 30. Next year, the 75 available places are already filled.

"With all of the possibilities that young people have nowadays, the challenge for this side of the sport, and in some ways motorsport in general is to pedal them in our direction," says Appleton. "The Generations Rally has shown there is a whole new generation of young people interested and excited by classic rallying."

Private land can be used for timed tests



And all you need to do is look at some of the photo books and online galleries found on event organisers' websites to see why. While speed is not the essence of this form of motorsport, adventure, adrenaline, and pure driving pleasure is what it is all about. And who wouldn't want a bit of that? 🌐



www.hrcr.co.uk



www.hero-era.com



www.bespokerallies.com



www.rallytheglobe.com

Championship Review

With several British Championship tenders out for renewal, here is a summary of their 2022 seasons so far

The SBD Motorsport UK HSA British Sprint Championship

With some solid performances in more than half of the rounds held to date, Graham Blackwell in his 1600 turbocharged engine Mygale Ecoboost has forced his way to lead the Championship as it approaches its halfway point. On his tail, and only a handful of points behind, is 2021 British Sprint Champion Steve Miles. His success earned after a little over 20 years participation in the Championship. The current third member on the podium is Terry Holmes, who began his quest in the Championship a couple of years after Miles and leads the all-time table of total Championship points earned.

Close following Holmes is Championship sponsor Steve Broughton in his ever developing SBD-engined Dallara, a car he shares with Matt Hillam, who is next in the table. Their failure to score in two rounds to date could be the only reason they as low in the table as they are. The other Mygale Ecoboost in the Championship is Essex man Pete Goulding, another competitor who has missed two points scoring rounds. After a sticky start to the season in his new Force -Suzuki, John Loudon is making large strides to enhance his position. Simon Bainbridge in the 4.2 turbocharged Audi V8-engined SBR is the top sports car in the Championship.



Graham Blackwell, 1600 Mygale Ecoboost



British Sprint Champion Steve Miles at Pembrey

Fuchs Lubricants British Historic Rally Championship

The Fuchs Lubricants British Historic Rally Championship made a gutsy transition to an all-gravel calendar in 2022 which was welcomed among the historic rallying fraternity. With some of the finest loose surface events on offer in England, Wales, and Scotland, the BHRC has attracted an impressive list of protagonists, all aiming to clinch the prestigious title.

The Yorkshire forests hosted the season opener, as the Riponian Rally hosted the series for the first time, and it was Matthew Robinson and Sam Collis who took the spoils on home turf. A dominant display saw the pairing take fastest time on each one of the six stages.

But three-time British Rally champion Matt Edwards entered the fray at Rally North Wales. Equipped with a FIAT 131 Abarth, Edwards and co-driver Hamish Campbell put the Italian manufacturer at the head of a BHRC event for the first time in many years, overcoming teething issues to seal the win, fresh from making history in 2021 with three BRC back-to-back-titles.

Another win for Edwards came at round three, the Plains Rally, showing the FIAT could well upset the dominance of the Ford Escort in the series. However, thanks to an impressive season so far, it's Henri Grehan in an Escort MKII that leads the standings heading to round four, the Woodpecker Stages in September.



FIAT 131 Abarth with Matt Edwards at the wheel



John Stone leads in the VW Polo GTI R5

Protyre Motorsport UK Asphalt Rally Championship

The Protyre Motorsport UK Asphalt Rally Championship is the UK's premier sealed-surface championship, offering competitors the opportunity to compete for the coveted title over the very best closed road stages and the most challenging military range roads. It is a well-established championship, celebrating its 40th anniversary in 2023.

After a one-year sabbatical, the series returned in 2018 with a new title sponsor Protyre – the largest supplier of Pirelli, Michelin, and Hoosier motorsport tyres in the UK – and a clear aim of returning the series to its former glory days.

There are 16 classes that cater for most makes of car and differing levels of driver experience – as well as a few special event-by-event awards (such as tyre rewards from Protyre Motorsport, the Dynamic Fluids best-presented car award and the Mintex Award) and end-of-season prizes such as the OnThePaceNote Junior and Ford Escort Challenge awards).

After four fantastic rounds – the Tour of Epynt, Jim Clark Rally, Argyll Rally and Down Rally – John Stone (Volkswagen Polo GTI R5) leads the drivers' category, while Andrew Roughead is the overall leading co-driver.

English Rally Championship

The 2022 Motorsport UK English Rally Championship, in association with Seacon UK, includes half a dozen of the finest one-day forest stage rallies in the country in its calendar. As is the case with any class-based series, following the opening encounter, there can be multiple joint-leaders who as the season progresses will be whittled down by means of the further success of those involved.

Following the first event, the Malcolm Wilson Rally, there were six drivers with maximum scores, but this year only one of them managed to repeat the exercise on the Kielder Forest Rally in June. Ilkley's Nick Dobson (Ford Escort MKII) has wasted no time in claiming top spot for himself. However, a glance at the table will show that David Crossen (Escort MKII) is a mere one point adrift, Richard Hill (Mitsubishi Lancer EVO9) two, and Ian Joel (Escort Cosworth) and Stephen Petch (Fiesta Rally2) just three. Indeed, first and tenth-placed drivers are currently only separated by seven points.

The English Rally Championship calendar is biased towards the second half of the season. It goes without saying that all the main protagonists – and some who've yet to show their true potential – will be present in Ludlow and, while Nick Dobson is currently top of the table, he knows that there's plenty of work to do if he is to emerge as the Champion following the Grizedale Stages in December.



Nick Dobson leads the English Rally Championship

KNC Groundworks Scottish Rally Championship

The recent RSAC Scottish Rally kicked off the second half of the season over four gravel events. Championship leader David Bogie was debuting a new Fiesta Rally2 on his home event but retired early after picking up two punctures in SS2. Snowman winners Michael Binnie and Claire Mole took a superb victory in their Evo 9, and now lead both the driver and co-driver championships. However, with the best six scores out of eight events counting towards the final totals, it remains wide open for overall and class and category titles.

The Challengers category – for competitors who have not previously finished in the top 10 of an SRC event – is developing into a battle between the two Evo 9's of team-mates Angus Lawrie and Willie Paterson, while the

impressive Peugeot 208 R4 of Peter Stewart and Harry Marchbank has dominated the Two-Wheel-Drive category with three maximum scores.

Mike Moates currently leads the Subaru Cup, but with four different winners so far, the second half of the season promises to be closely fought.

In the Junior category for drivers of two-wheel-drive cars who are aged under 26, Robert Proudlock's Vauxhall Adam holds a healthy advantage over the Peugeot 106 of Nikki Addison and the Fiesta R2 of Justin Gunning. There is live in-stage coverage of all events shown on the Championship Facebook page.



Michael Binnie and Claire Mole currently lead both the driver and co-driver championships

Motorsport UK Pirelli Ravenol Welsh Rally Championship

The Motorsport UK Welsh Rally Championship takes place on some of the finest forest rally stages in the world (including Pantperthog, Dyfi, Gartheiniog, Myherin, Sweet Lamb, Hafren, Halfway, Crychan, Gwydir, Penmachno, Alwen, Radnor, and the Forest of Dean) and combined to its welcoming and inclusive class structure is an incredibly popular series – with 2022 registrations up over 30 per cent to its highest level ever.

Pirelli has been the championship's title sponsor since 2012, while Ravenol, which has been a technical and lubricants partner to Wales' premier forestry rally series since 2015, increased its support in 2022.

The series caters for all-comers, both experienced and novice, and includes the Ravenol Welsh Challenge for clubmen, three restructured and closely fought historic classes, a vibrant Junior category, a 2WD section attracting an enormous variety of cars, a new class for road rally-spec cars (complying to stage rally regulations) and a keenly fought overall category featuring top R5/Rally2 and World Rally Car machinery.

The increased number of competitors and a well thought out scoring system helps to generate close competition in all the classes.

With three rounds remaining, the 2022 Motorsport UK Pirelli Ravenol Welsh Rally Championship is currently being led overall by Matthew Hirst and Declan Dear in a Ford Fiesta



Top three on the Nicky Grist Stages

Paul Evans

McGrady Insurance Northern Ireland Rally Championship

Jonny Greer secured his third McGrady Insurance NI Rally Championship title with victory at July's Carryduff Forklift Down Rally. Navigated by Welshman Dai Roberts, Greer claimed a start-to-finish win aboard his Citroen C3 Rally2 at the closed road event.

The rally marked the conclusion of the hotly contested, five-round, sealed surface series that started at Kirkistown Race Circuit in February. The 2022 Championship consisted of two single venue events and three closed road rallies, providing competitors with a stern challenge between February and July.

The season started well for Greer with victories at both the Orchard Motorsport Kirkistown Stages and the Race & Rally Bishops court Stages. Then the series moved away from the single venues for the first closed road rally of the year at the Eakin Bros Brian James Trailers Stages, based near Claudy.

It was here that Greer's challenge faltered as he clipped a bridge, forcing him into retirement. Instead, former champion

Derek McGarrity capitalised with another strong points finish that promoted him to the top of the championship tables. Even another win for Greer at round four's MJE Wheel Repair Specialists Tyrone Stages still left him languishing behind.

However, with dropped scores still to come into effect, it was all to play for at the final round. Four drivers entered the Carryduff Forklift Down Rally capable of lifting the spoils, but Aaron McLaughlin's hopes were dashed when he suffered turbo failure and Joe McGonigle dropped out of the running after slipping off the road.

In the end, Jonny Greer took a start-to-finish win and secured the 2022 title while Derek McGarrity had to settle for second. However, McGarrity's navigator, Graham Henderson, claimed the navigators' title while Alan Smyth picked up two-wheel-drive award in his Escort MkII.

McGrady Insurance NI Rally Championship winners Jonny Greer and Dai Roberts



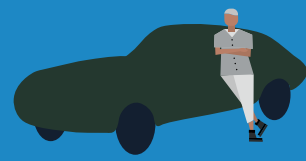
Further information

Motorsport UK has invited tenders from interested and qualified parties for the right to promote and organise these Championships. All documents are available on the Motorsport UK website [HERE](#)

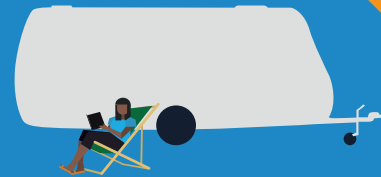
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NEWS IN BRIEF

Regulations Updates

New or amended regulations proposed by the Specialist Committees are online for consultation. These include:

- Section F – Emergency and Medical Services
- Section L – Permitted Tyres
- Section R – Rallying

www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation

Historic Awards

Nominations for the 2022 Royal Automobile Club Historic Awards close on 8th October. The awards recognise excellence and outstanding contributions to the UK's historic motoring and motorsport industries. Candidates can nominate themselves or nominate a third party that they believe deserves recognition. www.royalautomobileclubhistoricawards.co.uk

Off-roading success

The Northern Ireland Landrover Club had a brilliant turnout on for its off-roading day for people with special needs, on Saturday 30th July. 50 groups, with 198 people and 25 drivers, brought the event total to 223 people.



Team UK at the FIA Motorsport Games

The first eight members of Team UK announced

Motorsport UK has selected the first eight members of Team UK to attend the second edition of the FIA Motorsport Games in October this year.

The event is an inclusive, global celebration of the sport in all its forms, with the FIA Motorsport Games bringing together drivers from every corner of the world, with around 80 National Sporting Authorities (ASNs), such as Motorsport UK, expected to take part.

Seventeen disciplines are represented across a broad spectrum of the sport, with categories for grassroots competitors right the way up to elite sportspeople, with a unique format pitting professional and amateur racers alike head-to-head.

After the 2021 staging of the Games was postponed due to the COVID-19 pandemic, Motorsport UK has carried over the selection of eight entrants into the 2022 Team UK squad.

Laura Christmas and Mark King will represent the UK in the Auto Slalom, with Corey Padgett and Dan Rooke confirmed for the Junior and Senior categories respectively of the burgeoning Crosscar discipline.

Ollie Evans is the UK's choice for Drifting, with Chris Froggatt, a Pro-Am champion in GT World Challenge Europe set to contest the GT races. Rally drivers Tim Jones and Oliver Mellors complete the first batch of announcements, the pair competing in Historic Rally and Rally2 respectively. Jones will have his brother Steve as a co-driver, with Ian Windress assisting Mellors.

More entries for Team UK will be announced in due course. The 2022 edition of the FIA Motorsport Games will be staged in the south of France, with events spread across three locations at Circuit Paul Ricard, Veynes and St. Baume.

Who will lift the 2022 FIA Motorsport Games trophy?



Motorsport UK is seeking applications for the Board

Motorsport UK is now accepting applications for up to five Independent Non-executive Board Director (INED) positions, four of which are current INED positions that will be coming to the end of their initial three year term in November 2022. Motorsport UK encourage new applicants to apply and those that wish to re-apply for their expiring positions. The positions will form a Board consisting of up to twelve Directors, that also includes representation from the Council membership, the CEO and led by an independent Chair, that is currently David Richards.

The role of the Board is to provide strategic leadership as well as the setting and measurement of goals for the organisation. It is now the ultimate decision-making body for the approval of rules and regulations. Directors are drawn both from the sport and external expert disciplines e.g. Finance, HR etc. The Board meets four to five times per year. There will also be additional task force / working group engagement for Directors on an ad hoc basis. Altogether it will require a commitment of around ten to fifteen days per annum; it is for a term of no more than three years (with potential re-election on two further occasions). The engagement is on a purely voluntary basis, with reimbursement of expenses associated with the role. Directors will benefit from access to unique events and engagement with the sport.

Applications are sought for independent candidates with expertise in areas such as:

- Finance
- Legal
- HR
- Communications / Media
- Insurance
- Governance
- Commercial

An interest in motorsport is naturally beneficial, but it is not a requirement to have detailed knowledge or previous engagement with the sport.

How to apply – if you are highly motivated to be engaged with the leadership of motorsport and feel you can make a contribution to the Board; we would like to hear from you. All we need is your CV, highlighting the specific expertise you would bring to the Board, together with a covering letter outlining your ideas for development and future of UK motorsport.

Deadline

All applications must be emailed to Alison.Dowsett@motorsportuk.org and be received by 23 September 2022. All applications will be acknowledged.

NEWS IN BRIEF

Caterhams join BARC

Caterham Cars Ltd will be joining the British Automobile Racing Club (BARC) as its official club for motorsport events in 2023. Its motorsport championships were previously operated as part of the British Racing & Sports Car Club (BRSCC). With five growing championships, the move should allow this to development to continue.



George Copeland

Motorsport UK is sad to announce the passing of BMMC Vice-President George Copeland. George succumbed to the cancer he had been fighting for many years, and died peacefully with his family around him. George had been a member of the Marshals Club since 1970. A full tribute is planned for a later issue.



George (right) with the late Barrie Williams – a superb team



NEWS IN BRIEF

Growing grids at SMC

The 2022 Student Motorsport Challenge returned to Snetterton last month with a seven-cars grid. The Challenge welcomed two new drivers to the paddock – Sim racer and university karting competitor Alexander Walker joined the Sheffield Hallam Karting team, and while ex-EuroNASCAR driver Ben Creanor was in the driving seat of Oxford Brookes University car.



Riches Retires

BTCC Technical Director Peter Riches is retiring at the end of the 2022 campaign. Riches's distinguished BTCC career spans an impressive four decades, and at the end of the year he will have worked at more than 320 race events, 820 races and 30 seasons. His expertise has been paramount in technical developments within the series.



Nominations for Committee and Advisory Group members

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated, and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees also play a part in assisting the Council and the Board with strategic planning of the development and future of motorsport.

The Committees are supported by an Executive Function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees.

Some of the Committees have Sub Committees and Advisory Groups, all of which may be applied for as well.

Depending on the Committees, the roles may be as a member of the Committee or as a Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings which are held 2-3 times per year and typically at the offices of Motorsport UK in Bicester, with one meeting in person and the other meetings being held online via Teams. The appointments are for up to three years, with new members initially serving a 2-year 'probationary' term.

Applications are sought for the following Committees and Advisory Groups

- | | |
|----------------------------------|--|
| ▪ Autotest Committee | ▪ Speed Events Committee |
| ▪ Cross Country Committee | – Autocross & Rallycross Sub Committee |
| ▪ Historic Committee | – Dragster Sub Committee |
| ▪ Judicial Committee | – Sprint and Hill Climb Sub Committee |
| ▪ Kart Committee | – Kart Technical Sub Committee |
| ▪ Medical Committee | ▪ Technical Committee |
| – Medical Expert Group | – Timekeeping Advisory Group |
| ▪ Race Committee | ▪ Trials Committee |
| ▪ Rallies Committee | ▪ Volunteer Officials Committee |
| ▪ Safety Committee | – Clerks' and Stewards' Advisory Group |
| | – Marshals' Advisory Group |
| | – Training Advisory Group |

How to apply?

If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, we would welcome your application. All we need is your CV which should outline your relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee.

Applications should be submitted by 19 September 2022. Please send your CV and covering letter to: committeeinterest@motorsportuk.org



Autocross action with Torbay Motor Club

Motorsport Month South West

As the summer heats up, so does grassroots motorsport all over the country. This is especially true in the Southwest of England, as we enter the annual Motorsport Month South West.

From August to September the schedule is packed full of events from the river Avon to the deepest depths of Cornwall. Each event, run by the dedicated local Motorsport clubs, includes a huge variety of disciplines and occasions with something suitable for everyone:

- Sprints and Hillclimbs
- Autotests and AutoSOLOs
- Autocross
- Touring Assemblies
- Trials
- Rallying
- Karting
- Socials and BBQs

Organised in conjunction with the Association of South Western Motor Clubs (ASWMC), the aim of Motorsport Month is to bring motorsport to the people of the South West. Throughout the month there will be ample opportunities to spectate, volunteer, compete, marshal, and enjoy motorsport with family and friends.

To get involved visit the link below and see what events are happening in your area. You can contact the individual club to find out more information about the event and how you can get involved.

www.motorsportuk.org/events/motorsport-month/south-west



The Watergate Bay Sprint provides a unique closed-road challenge

Former Autotest champion flies the flag for Britain

The West Midlands automotive industry was showcased to millions of global viewers as part of the 2022 Commonwealth Games Opening Ceremony.

72 cars representing Birmingham's rich motor heritage and the 72 nations and territories competing at the Commonwealth Games, featured Jaguar, MG Rover, and Land Rover among the marques.

The red, white, and blue vehicles were perfectly co-ordinated to form the British flag before a Red Arrows flyover and the arrival of Prince Charles and the Duchess of Cornwall in a 1970 Aston Martin.

At the forefront was Paul Swift, a three-time British Autotest Champion, who co-ordinated the cars for the evening. "I had a team of 12 stunt drivers and 60 volunteers driving their own cars," commented Swift. "We had six days to rehearse the flag scene, initially at Longbridge before moving to the Alexander Stadium.

"All the drivers did an incredible job under pressure. The flag looked great and so did their cars. I'm super proud of them all and I'm sure that now they've had a taste for performing we'll likely see many of them turning up to Autotests or AutoSOLOs in the near future."

"I've grown up around many of the cars on display, my first car was a Mini, as it was for so many of us," explained Swift. "My father performed shows with Rovers for decades so when I was asked to choreograph this sequence it was a real honour."



Sustainability news

Formula E Summit

Motorsport UK Chair, David Richards CBE, participated in the Change. Accelerated. Live. Summit which was held by Formula E ahead of the London e-Prix. Richards joined several figures from the world of motorsport on-stage, including team principals from Formula E teams and FIA officials, to discuss how motorsport technology can transfer to the broader energy industry to provide sustainable technologies for the future.

Electric sprinter

The University of Wales Trinity Saint David (UWTSD) recently competed its Tesla Model 3 Performance in the Bristol Motor Club Dick Mayo Sprint at Castle Combe. It is great to see that Universities are exposing students to new technologies, and that they are using motorsport as a test bed for them. The student team finished 19th overall, out of 127 cars. The only standard production car that went faster than the UWTSD Tesla was a Porsche 911 Turbo. As this was also the only EV entered, the team secured the class win.

World Rally Championship runs on sustainable fuel

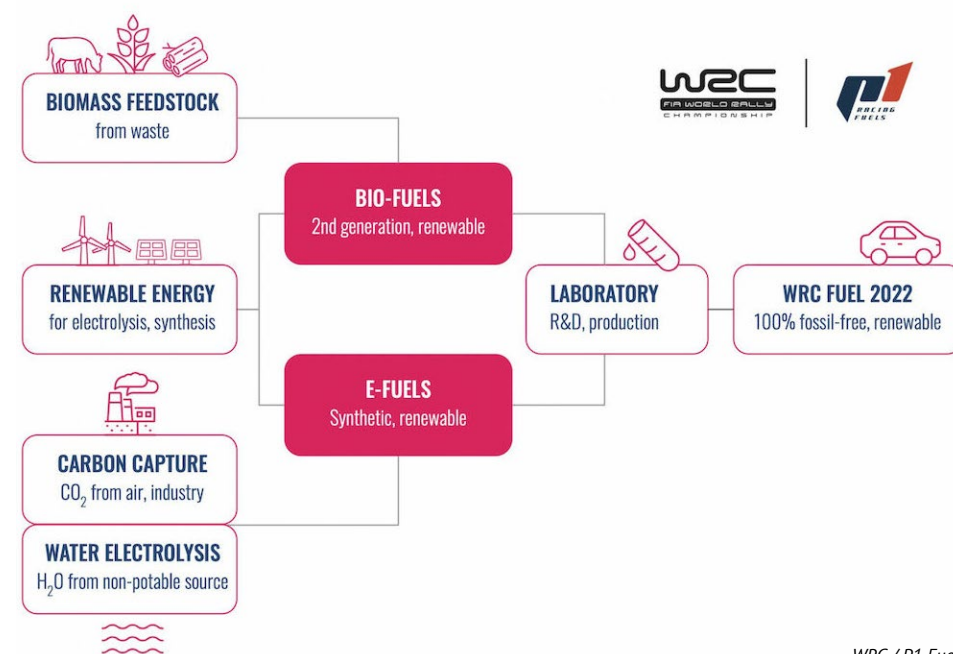
Rally Estonia, the seventh round of the 2022 World Rally Championship, marked the half-way point in the calendar.

All competitors entered in the WRC now use a fossil-free fuel, supplied by P1 Fuels, and the 2022 season has been no less exciting for it.

Apart from the environmental benefits of using this fuel, which burns cleaner and has no hydrocarbons in the exhaust compared to race-grade petrol, the engines used in the 2022 Rally1 cars are mostly the same as the engines used in their road-going equivalents. As defined in the homologation rules, the engine block itself must be from the road-going version of the car and can only be modified in very specific ways as outlined in the FIA WRC Sporting Regulations.

Bioethanol has a lot of potential energy when introduced into a compressed combustion setting – such as an Internal Combustion Engine (ICE). Because bioethanol is naturally super-high octane it makes a fuel ideal for use in a turbocharged engine. It won't pre-detonate, it can be compressed much more than petrol when misted, and includes oxygen as part of its chemical makeup, so it loves compressed (turbocharged) air, and it burns cleaner than petrol.

To match the 350bhp that WRC 1 cars attained, petrol with an octane rating between 98 and 105 was needed. With bioethanol, the rating starts at nearly 110 octane, so the cars are now producing 370bhp from the same engines as the WRC 1 cars, plus they do it in a sustainable manner.



WRC / P1 Fuels

Team UK make headway in 2022

Team UK, the national squad of elite competitors who are provided support through Motorsport UK's Academy, have been making headway in 2022, shining on the international stage.

Junior WRC driver Jon Armstrong, new to Team UK in 2022, is within striking distance of taking the championship after recently finishing third at Rally Estonia. Having won Rally Sweden earlier on in the year, Armstrong is tied at the top of the standings on 85 points with Sami Pajari (FIN). WRC EKO Acropolis Rally Greece will decide the championship in September.

Louis Foster, also new to Team UK in 2022, is currently first in the Indy Pro 2000 Championship in his rookie year. At the Streets of Toronto Race in Canada, Foster pulled off the perfect week with his Exclusive Autosport team, winning both races. He has a sizeable advantage at the top of the standings with just four rounds remaining.

In the W Series, Jamie Chadwick has won five of six races with Jenner Racing in 2022. The Team UK driver has been a dominant force and looks poised to take her third championship title.

In the American Rally Association National Rally Championship, two Team UK members are making their presence felt. Keaton Williams is currently first in the Co-Driver standings, standing atop of the podium on three occasions and Tom Williams is fourth in the driver standings, competing with co-driver Ross Whittock, who graduated from the Academy Co-driver programme in 2019.

The 2022 Team UK comprises a selected 15 drivers and two co-drivers and aims to give the best athletes the right support to enable them to unlock their full potential.



Armstrong competing in the Junior WRC, Tartu, Estonia

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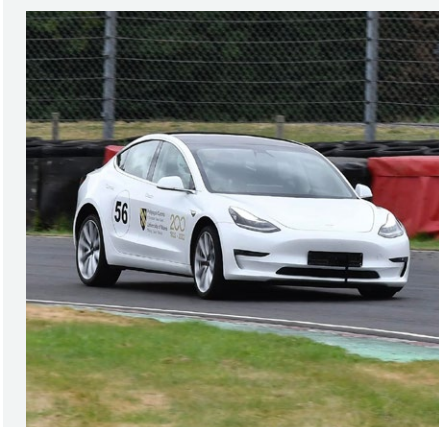
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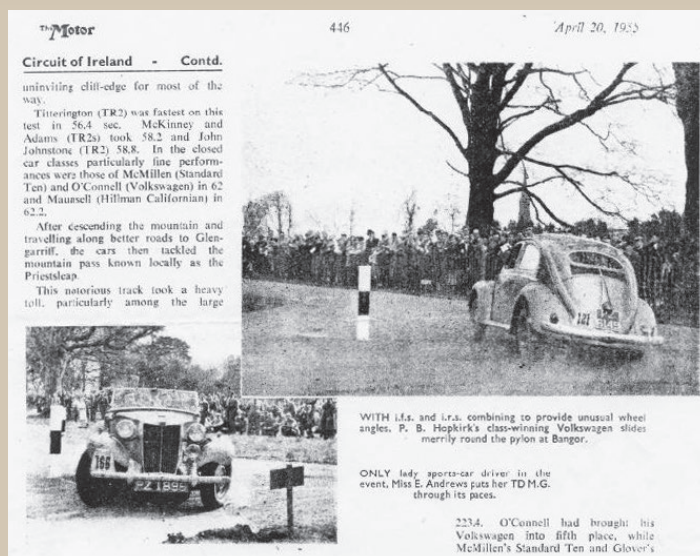


PADDY HOPKIRK

Motorsport UK pays tribute to former Rally driver Paddy Hopkirk, who has passed away at the age of 89. Starting his career in 1954, he went on to win five Circuits of Ireland, and the Monte Carlo Rally in 1964, making his red and white Mini Cooper S a global icon. In later years he worked tirelessly for the sport including being the President of the BRDC. Our thoughts are with his family and friends.

Mastering his craft

“Personally, Hopkirk was known to me from a very early age,” says Rallies Committee Chair Nicky Moffit. “As he competed regularly throughout all Ireland in Driving Tests (the former name for Autotests as we now know them). Many of these ‘driving test’ events were held using cross-roads on open public roads (closed for each competitor to complete a test). Hopkirk visited my home in Enniskillen during the mid 1950’s as my father was also a competitor and organiser of these events. His driving style was always flamboyant, and his skills were undoubted, but it was through the 1950’s competing on Club events that he rose to prominence and the ‘works’ teams noticed him and offered their cars for him to drive – Following the 1964 Monte Carlo win the rest is history, but his Northern Ireland heritage was never forgotten.



The Safety Campaigner

Hopkirk earned his Motor Sport fame by winning the 1964 Monte Carlo, but prior to that he had been very successful in Irish Motor Sport, mainly in Rallying but also Racing. He set up his very successful motor accessory business in Belfast, before moving to England.

“I met Paddy on many occasions when I was President of the Association of Northern Ireland Car Clubs and later as Vice President of Motorsport UK,” reveals Ronnie Trouton. “In addition to his passion for Motor Sport he was also very committed to improving road driving safety standards. We had many long conversations about road driving safety during and after my years as Chief Road Safety Officer for Northern Ireland. His many years of voluntary work with the Institute of Advanced Motorists was exceptional.”

The Showman

“Paddy was a whirlwind,” adds Andrea Seed, Features Director, at Reis Race Retro.

“I’d always ring him in the lead up to Reis Race Retro to invite him to join us, but he’d already have tickets that someone had given him. He would race around the show, but always stop to give his time to fans who stopped him for pictures and autographs.

“But it was on the live stage where he truly shone. He would entertain the crowds with anecdotes from his rallying days as well as giving his experienced view on motorsport today. Paddy was a joy to watch, and we will miss his cheeky spark.

“Sadly, we have lost many of the fabulous characters that Race Retro has become known for – Norman Dewis, Barrie ‘Whizzo’ Williams, Sir Stirling Moss, Willie Cave and now Paddy – but can you imagine the fun they’re all having together now? Given what it used to be like in the green room where they would all meet at the show... carnage!



Taking centre stage at Race Retro



Paddy Hopkirk and Henry Liddon tackle the snow-covered stages of the Rallye Monte Carlo in 1964



Paddy Hopkirk and Henry Liddon won the 1964 Rallye Monte Carlo in the Mini Cooper

The Mini man

Much will be written about Paddy Hopkirk's achievements in the 1960's but Hopkirk was much more forward looking, still inspiring today.

"Back in 1994," recalls former British Rally Championship entrant Neil Burgess, "Paddy once more climbed aboard a Mini Cooper to enter the Monte Carlo rally. The re-homologation of the little car triggered numerous teams to campaign the Mini in modern day international motorsport. In 2003 when we were about to become the last Mini to tackle Wales Rally GB, Paddy was there enthusing about our entry for WRC TV and followed our progress from Japan where he was meeting their Mini clubs.

In 2011, Paddy entertained the world's media which had assembled at the MINI plant for the launch of the Prodrive built WRC and recorded a skit called "Time Warp" with Rauno Aaltonen which can be found on YouTube. He later revelled in taking the WRC for a spin around a track at the age of 78. Paddy was always looking to the future, inspiring across generations.

Wherever you found Paddy, from club meetings to world class events, he always had a cheeky smile and great tale to tell. What more would you expect from the fifth Beatle? 🌀

Neil Burgess was the last person to take an original Mini to class wins in both the British and World Rally Championships, and only the second driver to do both



Motorsport in your everyday road car



The UK's grassroots motorsport scene represents thousands of competitors, with hundreds of events taking place every year.

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

There are three principle StreetCar categories, offering 12 unique opportunities to participate:



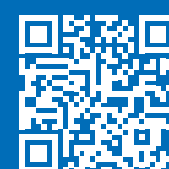
Autotest



Trials and Cross Country



Rally



Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

GILLIAN HARRIS THE POWER BEHIND THE THRONE

Gillian Harris was a trailblazer for women in motorsport. Aston Martin Owners Club members Michael Jones and Andrew Fawkes share her story



Aston Martin Le Mans team reunion in 1989

Towards the end of 1956, David Brown, the then owner of Aston Martin, promoted John Wyer from Racing Team Manager to General Manager for Aston Martin and Lagonda.

Wyer was a fastidious character, who insisted that the race team follow his methods religiously. Each race was analysed, any equipment failure was noted, expenses were listed, and driver performance was recorded, in a detailed report. This approach had paid significant dividends.

By contrast his successor as Racing Team Manager, Reg Parnell, was a larger-than-life character at the end of an illustrious driving career. According to Wyer, Parnell had "no use for paperwork, preferring to rely upon intuition, the spoken word and memory".

Although Wyer had huge respect for Parnell's leadership qualities, he was concerned that his seat-of-the-pants approach to management could undermine the systems he believed were a key foundation for success.

To overcome this, Wyer decided to recruit a secretary / admin assistant to support Parnell and, he hoped, preserve his own legacy. That person was Gillian Harris, a 21-year-old secretary, who, in Wyer's words, went on to become Parnell's "Chief of Staff".

The role required daily contact with management, drivers, engineers, and mechanics both at the factory and the racetrack. Gillian quickly found her feet and came to be highly respected by her male team-mates, including Stirling Moss, who said of her, "Gill Harris is a girl who revels in this kind of organisation... What does she have to do? In a few words – know all the answers and anticipate most of the questions concerning the day-to-day administration of a racing team forty strong."

Parnell's biographer, Graham Gauld, went even further, describing her as "the real power behind the throne."

No other woman held such a key position in a top 1950's racing team, as Gillian later reflected:

"It was a full-time job and, at that time, a unique one. There wasn't anyone else doing what I did, but then there weren't many teams operating on the scale that Aston were, with the big convoy, the fleet of cars and the large team of people."

A woman in a man's world

How did a young woman achieve so much in what was, at the time, very much a man's world?

Gillian attended her first motor race, at Crystal Palace, with a friend, while studying for her A-Level examinations. She was immediately thrilled by this exciting new experience:

"We were right there close to the track... as we were walking, I looked ahead and there was an outstandingly attractive racing driver named Peter Collins. I stared at him and thought to myself: I would like to go to lots and lots of motor racing, then I could see super people like that!"

Shortly afterwards Gillian decided that, rather than go to university, she would complete a secretarial course and find a job as soon as possible. Her sister, Julie, suggested that studying shorthand and typing in *two* languages, English and French, would 'undoubtedly open the way to qualification for an unusual and useful job'.

Gillian took her sister's advice and enrolled for a one-year course at the Lycée Francais in London. She passed her exams and soon afterwards secured a position with Standard Triumph, helping military personnel avoid purchase tax when exporting new cars to the continent. Her role was to complete the 'carnets de passage', which were written in French.

Gillian gained valuable experience and was pleased to be working in the car industry. However, what she really wanted was a job in motor racing.

When a Standard Triumph colleague showed her an advert in *Autosport* for a Competition Secretary at Aston Martin, Gillian knew this was her big opportunity. Candidates had to be able to type and speak French (the principal language for rules and regulations). She applied for the job and was interviewed by Wyer and Parnell.

>>>>>



Gillian Harris – a study in professionalism

The experience was daunting, but the young Miss Harris made a big impression on the senior man, who thought she was “an extremely intelligent girl.”

Partnering Parnell

Gillian started working for Reg Parnell in January 1957. She found the facilities at Feltham rather primitive; the ladies’ loo was a long way from the office, but Gillian was inspired:

“This was a world where things were happening, the cars were tremendously exciting and beautiful and the skill, dedication and precision that went into them wiped out all the inconveniences. I know it never occurred to me to complain about the primitive facilities and I don’t know of anyone who ever did – we were all happy to be there despite the poor conditions and poor pay.”

Later that year, she experienced the thrill of her first race win, when Tony Brooks and Roy Salvadori finished 1st and 2nd at Spa. The Belgian GP was Gillian’s first overseas event and the first international victory for the DBR1.

This was heady stuff for a 22-year-old.

As her role expanded, Gillian used her language skills to check the regulations for each event and negotiate starting money with race organisers. She planned the movement of cars and personnel. Arranged ferries, flights, and hotels, while ensuring the appropriate customs and immigration clearances were obtained.

“Be like Gillian and go live life to the fullest” Marianne Stillwell, 2021

In those days, a trip across Europe required separate paperwork for each border crossing...

There were also no debit or credit cards, so Gillian had to take sufficient cash to cover the team’s expenses. As currency controls were in place, she had to get advanced permission from the Bank of England to take money out of the country.

During race meetings, she ensured that equipment was where it needed to be and helped out with timekeeping. When back in the UK, she would write the race report, in collaboration with Reg Parnell.

Gillian was completely professional in her approach and, although she enjoyed the glamour of international motor racing, avoided any opportunities for romance:

“It was in many ways a very lonely job. When I first started, I realised that there would really be no time for personal involvements because I had a job to do. Looking back, I think I carried that too far, because I never, ever did anything, other than teamwork when I was away at a motor race. If anybody

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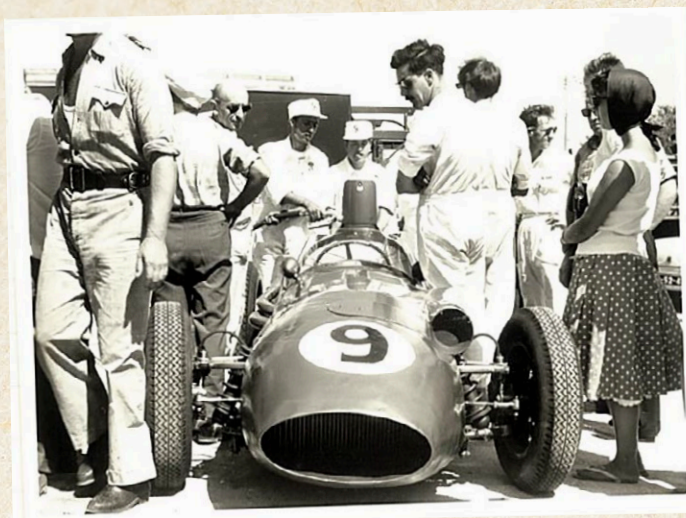
Gillian in the Nürburgring paddock, 1958



Le Mans 1959 – Gillian observes while Reg Parnell bellows orders to the mechanics as drivers Moss and Fairman exchange information

A little down time at the Le Mans 24 Hours race with the Honourable Gerald Lascelles and Mrs. Pat Griffiths





At the 1959 Portuguese Grand Prix with Aston Martin. The team entered two cars – driven by Carroll Shelby and Roy Salvadori



The beginning of the end. Reg having just received a carafe of water over his head, just reward for Coca Cola down my back.

Gillian's writing says "The beginning of the end. Reg having just received a carafe of water over his head, just reward for Coca Cola down my back." She added "Riotous Party, 1958, Pat and Sonia Griffith entertain us."

asked me out to dinner well, no, I was there with the team and that was it."

Gillian was thrilled, and immensely proud, to have been a member of the team that won Le Mans and delivered the first World Sports Car Championship for Britain in 1959; Aston Martin's 'Marvellous Year'.

Her racing life changes direction

Sadly though, all good things must come to an end. The company's withdrawal from sports car racing at the end of that year, followed by the disappointment of the DBR4 in 1960, signalled that she would soon have to consider her career options.

Keen to retain her, John Wyer offered Gillian the role of publicity manager when he finally called time on the racing programme. However, ever loyal to Reg Parnell, she decided to go with him to the Yeoman Credit Racing Team.

After some soul-searching, driver Roy Salvadori agreed to join them:

"When Reg went to Yeoman Credit, he had complete control of everything, and fortunately for him he took Gillian Harris with him, because he was the worst organiser. If he had to organise anything it was a complete disaster and it was Gill that held the team together. Without Gill the whole thing would have been a complete shambles."

Despite now having his own team to manage, Parnell decided to go to the 1961 Le Mans race, to support the Border Reivers, who had entered a privateer DBR1 for Ron Flockhart and Jim Clark.

Gillian helped out as a stewardess on a charter flight to the race and was then roped in to help in the Border Reivers' pit. Whilst there, she met Bib Stillwell, an Australian who was racing a DB4GT Zagato for the Essex Racing Team, in the adjacent pit.

Romance enters the fray

When Bib's car retired with gasket failure, he asked whether there were any spare seats on the return charter flight.

There were. For once, Gillian's 'professional' guard was down; no doubt because she wasn't present in an official capacity. Bib and Gillian got on very well and starting seeing each other.

Their relationship was complicated by the fact that they both had busy travel schedules. Bib was also married, with three sons.

In January 1964, fate dealt an unexpected twist; Reg Parnell died suddenly, leaving Gillian without a job. Bib and his wife

divorced later that year. Gillian, perhaps for once following her heart rather than her head, emigrated to Australia and married Bib in June 1965. They were a formidable team.

Gillian focussed her energies on family life, raising Bib's three sons from his first marriage and having a daughter and son of her own. She believed her experience at Aston Martin stood her in very good stead, "Looking after that team was very good preparation for looking after a family" she added.

Bib developed his considerable car dealership and aviation businesses, ultimately becoming President of Learjet in 1979. This necessitated a move to Tucson, Arizona, where Gillian loved the outdoor lifestyle, especially skiing, horse riding and playing tennis.

She was also delighted to be able to keep in contact with John and Tottie Wyer, who lived in the area.

Gillian and Bib's idyllic lifestyle in the USA came to an end in 1985 when Bib suffered a severe heart attack and they decided to return to Australia.

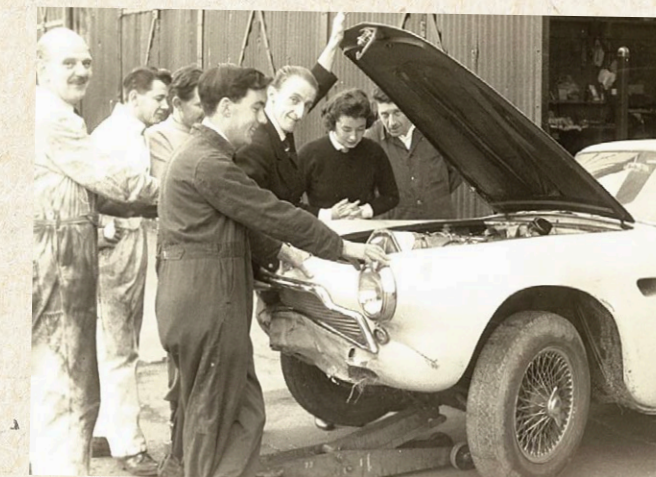


Cutting from Sports Cars Illustrated, August 1958

Gillian kept in touch with other friends and former colleagues from the racing world and occasionally travelled to reunions. The picture of her with members of the old team in 1989 shows that, all those years later, her time at Aston Martin still meant a great deal both to her and the team:

"To have been part of that was just unforgettable. It would be hard to find another group of people that got on so well and achieved so much over such a long period of time. They were great years."

Gillian passed away in May 2020. She is greatly missed by the Stillwell family and her wide circle of friends and colleagues around the globe. Her positive attitude has been, and continues to be, an inspiration to many.



Silverstone 1958. Top: The Walker modified DB4 Prototype – Harris gives technical advice. Below: Gillian poses for a photo in the Silverstone paddock

This article first appeared in AM Quarterly, Winter 2021/22 and is reproduced with kind permission of the authors. The authors and Revolution would like to thank the Stillwell family for their assistance and support.





Technically Speaking

The rules and regulations that govern motorsport exist to create a fair and unbiased platform for competition. Fundamental to this is the Motorsport UK Technical team

Over the last six months the Motorsport UK Technical department has welcomed several new faces and wished some familiar members of the team the best of luck in new endeavours, so this month Inside HQ introduces the new-look Technical team to our membership.

The Technical department offers a broad range of services to members and the Technical Executive supports the governance of Motorsport in the UK by advising the board, council, and committees on technical matters.

The team also provides support for technical training and development of officials. Additionally, the department processes and approves an array of technical documentation and maintains a close liaison with manufacturers and equipment suppliers, including services for vehicle, component, and safety equipment homologations.

Until March this year, Technical, Safety and Sporting departments were led by John Ryan.

>>>>>

Training, grading, and licensing for Scrutineers is managed and delivered by Technical

Meet the Technical Team



Ian Smith
Technical Director



Michael Duncan
Technical Manager



Joe Hickerton
Technical Manager



Liz Webb
Technical Support
Coordinator



Lewis Cove
Technical Support
Apprentice

Tel: 01753 765 000 (Option 3) technical@motorsportuk.org
HTP: 01753 765 036 <http://motorsportuk.org>

As motorsport emerged from COVID and faced with new and persistent challenges to sustain and develop the sport, it was recognised that Motorsport UK would benefit from sharing this broad brief across more personnel. As such the search for a Technical Director to work alongside Ryan as Sporting and Safety Director was initiated. Interruptions to this process from the COVID pandemic, among others, has meant that finding the right candidate for the role has taken slightly longer than expected.

Bringing 20 years of experience as an engineer in motorsport and automotive industries, Ian Smith connected with Motorsport UK during the summer of 2021, and the opportunity arose to discuss the role of Technical Director and the relevance of his engineering and industry background to the role.

An agreement was reached, and Smith was set to take up the new position. With notice periods to be fulfilled and the arrival of his baby daughter, this finally transpired at the end of February 2022.

During the same period, long standing plans for Reece Tarren and Rachel Bowen to leave the Technical team to pursue opportunities in Events and Marketing and Communications at Motorsport UK came into effect. Tarren has taken on the managing the British Grand Prix and British Rally Championship, while Bowen has joined the Motorsport UK communications team.

Technical delivers services to all aspects of the Motorsport UK membership

Among Smith's many priorities on arrival to head up the Technical team, was the recruitment of Technical Coordinators and Administrators to pick up from Tarren and Bowen. During June and July Motorsport UK were pleased to welcome Liz Webb and Lewis Cove to the Technical Team. Lewis joins as Motorsport UK's second apprentice in collaboration with local education and training providers. Both are already working hard on Technical Customer Service, triaging calls, processing Vehicle Passports, administering scrutineering license upgrades. Webb will assume the role of Historic Technical Passport (HTP) Administrator from Nikki Darnell in August. Nikki has supported Motorsport UK on an extended, yet temporary, basis following the relocation from Colnbrook to Bicester, and will now take the very well-earned break she has been looking forward to since 2021!

In among the new faces, Technical Managers Joe Hickerton and Michael Duncan continue their key responsibilities within the Technical Team, leading strategic projects, supporting Motorsport UK Committees and FIA Commissions with the benefit of their extensive experience.

What role does Technical fulfil?

Customer service is the main area of focus for the Technical team in 2022, responding to requests for support and guidance from our members by phone and email in a timely

and consistent way. Simple measures such as establishing a technical voicemail, committing to respond to messages left within one working day, keeping in touch, and setting expectations when dealing with more complex queries are key. On our busiest days, there are more calls than ears to receive them, so demonstrating that when we say "we will call you back" – we do so, is key to establishing trust with our customers.

The next steps are to pilot a Technical Helpdesk that will establish a knowledge base of common queries, streamline communication, and enable greater collaboration among the team in responding to support requests.

Vehicle Passports are an essential document for many of our members and processing these in a timely manner is critical. This has been a challenge during the early part of 2022, but since May, the team have recovered the backlog of applications and have processed over 600 passports. The team aims to return a vehicle passport within 30 days of the scrutineering inspection and is now delivering on this in all but a small number of exceptional cases. When such cases arise, the team is in a much better position to proactively help owners and scrutineers resolve issues.

Beyond vehicle passports, the Technical Team are on hand to support Vehicle Identification Papers (Modern and Historic, National, and International), vehicle and equipment homologations (including Roll Over Protection homologations), and Karting homologations and fiches.

On behalf of the relevant sporting committees and overseen by the Technical Committee chaired by David Lapworth, the Technical Team are responsible for the technical regulations included in the Motorsport UK and Karting Yearbooks, and in collaboration with the Volunteer Officials and Membership teams, training, grading, and licensing for Scrutineers is managed and delivered by Technical.

Beyond the People and Member Focus strategy for Technical, there further active projects during 2022. Active projects include the Future of Scrutineering trials for circuit racing, the



Recruitment, development and support for scrutineers is on the roadmap

Revolution - August 2022

Kart Class Restructure for 2023 and support for the continued adoption of Electrified Vehicles in UK Motorsport. Led by the technical team, overseen by the Technical Committee, and supported by several working groups made up of key members of the motorsport community, these projects are developed based on real input from those closest to our members.

Beyond these, short to medium-term priorities include, the Motorsport UK Yearbook re-write for 2024, to address known complications and focus on removal of ambiguity and simplify interpretation of our regulations. There will also be a focus on recruitment, development, and support for scrutineers, working in collaboration with both Learning and Development and the Volunteer Development teams.

Long term aims

A key strategic priority, alongside the Yearbook updates, is to establish a Safety and Technical Roadmap.

Driven by the feedback from the Safety and Technical Committees, the Technical team want to improve the communicating of emerging regulation changes, regardless of their origin (FIA regulations, lessons learned locally and recommendations from our own Rules Committee) to the Motorsport UK membership.

"We want to reach a stage" declares Smith, "where the Safety and Technical teams can effectively communicate emerging updates to the regulations and advise our membership on how these could impact them. Giving them more time to plan and make more informed buying decisions for equipment.

"As part of the Technical and Safety roadmap we want to better inform, not only the competitors, but also our Scrutineers, and give them the correct information to support the adopting of any regulation changes."

This desire to improve and refine the communication process is the cornerstone of changes Smith is introducing. The Technical team is here to support the Motorsport UK community and is developing towards this purpose every day.

Updating Vehicle Passports and other documentation is part of the Technical remit



Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram and World Rally Championship star Elfyn Evans among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet a driver who follows the F1 circuit in the Porsche Supercup, a GB4 winner, a rally co-driver, and a world karting finalist.



Tom Adams

Born: Poole, 16th May 2005

Academy Programme: Enhanced DiSE

Competes: British Kart Championship KZ2 and FIA Karting Championship KZ

Recent Results:

British Championship, Rissington – P8
British Championship, GYG – P15 (pole)
British Championship, Warden Law – P2
British Championship, Sherington – P7

What is your earliest memory of motorsport?

Watching my older brother Mike race at Clay Pigeon Kart Club when I was three.

What has been the highest high in your career to date?

Finishing second in the 2019 Rotax British Championship was fantastic, as it allowed me to represent Team GB at the Rotax World Finals in Italy.

What has been your biggest break?

Winning my first British Championship race in Mini Max in 2017.

What are your aims and when do you want to get there?

I would like to become a professional racing driver in either cars or karts.

What is the best lesson you have learned from the academy so far?

My first year on the DiSE academy has taught me how much work you need to put in before a race meeting and how that can then help throughout the weekend.

If you could get career advice from one person in motorsport, who would it be?

George Russell, because he is a new driver in Formula One and he started at the same level as me.

How are you doing this season and what has been the biggest challenge for you so far this year?

I am currently fourth in the British KZ2 championship. Learning new tracks this season in a new class has been a challenge but the team at Rush Performance have been a great help.



Instagram: @tomadams17 Facebook: tomadamsracing www.tomadamsracing.co.uk



Harry King

Born:

Windsor, 20th January 2001

Academy Programme:

Team UK

Competes:

Porsche Mobil 1 Supercup and Porsche Carrera Cup Benelux

Recent Results:

Porsche Supercup, Silverstone GP: 3rd
Porsche Supercup, Monaco GP: 5th
Porsche Supercup, Imola GP: 3rd
Porsche Carrera Cup Benelux, Zandvoort: 1st / 1st
Porsche Carrera Cup Benelux, Zolder: 1st / 1st

What is your earliest memory of motorsport?

It was when my father and I were just starting karting together, taking the go kart in a trailer and unloading it at a friend's local boat marina car park on an empty Sunday.

What has been your biggest break?

When I signed a two-year agreement with BWT Lechner Racing to compete around the world with the most prestigious team in Porsche 911 racing history. Calling it a break is totally the wrong term, as I have never worked so hard and been so disciplined to achieve it!

What are your aims and when do you want to get there?

I would like to achieve Porsche factory driver status and I am currently following the path to get there. Now I need to perform at a high level consistently, week in, week out, and the option can become available.

What is the best lesson you have learned from the academy so far?

Realising the importance of cooperating with the people around you. It has made me understand very clearly that to achieve success in this sport requires a lot more than just one person behind a wheel.

If you could get career advice from one person in motorsport, who would it be?

Kevin Estre, who is a Porsche factory driver. He climbed through the same ladder of Porsche racing as I am doing now, so his insight would be extremely valuable.

What has been the highest high in your career to date?

When I was assigned as a Porsche GB Junior Driver at the age of 18. That was very special to me and set me up on my pathway in Porsche 911 racing. I now find myself competing for one of the most successful Porsche teams ever, so that is a massive privilege for me.

How are you doing this season and what has been the biggest challenge for you so far this year?

So far this season I am on track with my own goals and ambitions, but the biggest challenge is to remain consistent with no mistakes.



Facebook: HarryKingRacing Twitter: @HarryKingRacing



Dan James

Born:

Bridgend, 14th December 1993

Academy Programme:

Co-Driver

Competes:

Pirelli Ravenol Welsh Rally Championship

Recent Results:

Nicky Grist Stages: 99th overall / 6th in class

Rallynuts Stages: 61st overall / 5th in class

Rally North Wales: 42nd overall / 3rd in class

Rallynuts Stages 2021: 34th overall / 2nd in class

Cambrian 2021: 41st overall / 1st in class

What is your earliest memory of motorsport?

At the 2001 Network Q Rally, I was stood in the Rhondda stage watching Colin (McRae) and Richard (Burns) battle it out on the stages. From that point on I was hooked!

What has been the highest high in your career to date?

Being asked to work with M-Sport at WRC Portugal this year. It was such a fantastic experience and I had so many things to take away from it and apply to my development.

What has been the lowest low in your career so far?

I've not had many lows in my career so far. Yes, there have been some disappointing results, but it is how you come back from those and apply it to do better at the next event that is important.

What has been your biggest break?

I think getting into the Motorsport UK Academy has been my biggest break. To be working alongside some of the best co-drivers and drivers in the UK is such a brilliant opportunity. We have some of the best resources, the coaches are extremely supportive, and they are consistently pushing us to grow and develop further.

What are your aims and when do you want to get there?

My ultimate aim would be to compete at the highest level. I know it's extremely difficult, but if I can keep pushing on, I will see what opportunities arise and keep following them.

What is the best lesson you have learned from the academy so far?

Resilience. You also must push yourself to strive to be better. The performance elects of the academy are excellent learning from world champions as well as leading teams and drivers.

If you could get career advice from one person in motorsport, who would it be and why?

Any of the WRC co-drivers – to understand their processes and what needs to happen to get to that level.

How are you doing this season and what has been the biggest challenge for you so far this year?

It has been a great learning curve so far. I have got a new driver this year, Liam Griffiths, and it is always a challenge to build a partnership. We are both learning the car and have a great partnership inside and outside of the car.



Twitter: @DanJMotorsport Facebook: DanJamesCoDriver Instagram: @danjames555



Logan Hannah

Born:

Kidderminster, 16th August 2001

Academy Programme:

Team UK Futures

Competes:

GB4

Recent Results:

Snetterton, R5: 8th, 7th, 8th

Donington Park, R4: 10th, 10th, 1st

Silverstone GP, R3: 10th, 8th, 2nd

What is your earliest memory of motorsport?

Being at the track with my dad supporting him while he was still racing. I was always super eager to try and help the mechanics or clean the car after it had just been out on track.

What has been the highest high in your career to date?

Winning the David Leslie Trophy in a FF1600 back in 2020 was incredible. I was the first female to win it. My race win at Donington Park in GB4 was amazing. I went from fourth to first in the first corner and held a one-second gap to the car behind for the full race, so it was a satisfying victory!

What has been the lowest low in your career so far?

The night before first round of the Scottish and National FF1600 season, I tested positive for COVID-19. This was a David Leslie weekend, and it would have been my first year trying to come back and win it again. A few weeks later, my dad broke the news to me that we wouldn't be able to continue for the remainder of the season.

What has been your biggest break?

When I was able to bring Laser Tools Racing onboard. It is down to them that I have been able to achieve what I have over the last few months in GB4. I literally would not be where I am without them!

What are your aims and when do you want to get there?

To race and win at Le Mans is definitely the dream! When I was younger, Indy Car was also right up on my list of where I wanted my career to go.

What is the best lesson you have learned from the academy so far?

We had a fantastic morning with Louise Goodman, and as a group we all learnt a lot about being on camera and when or how to say the right things. I have also learned that it is important to speak the same language as your engineers to ensure you are getting the right information across.

If you could get career advice from one person in motorsport, who would it be and why?

I am happy to take advice from my mum and dad because family can always give you advice how you need to hear it!

How are you doing this season and what has been the biggest challenge for you so far this year?

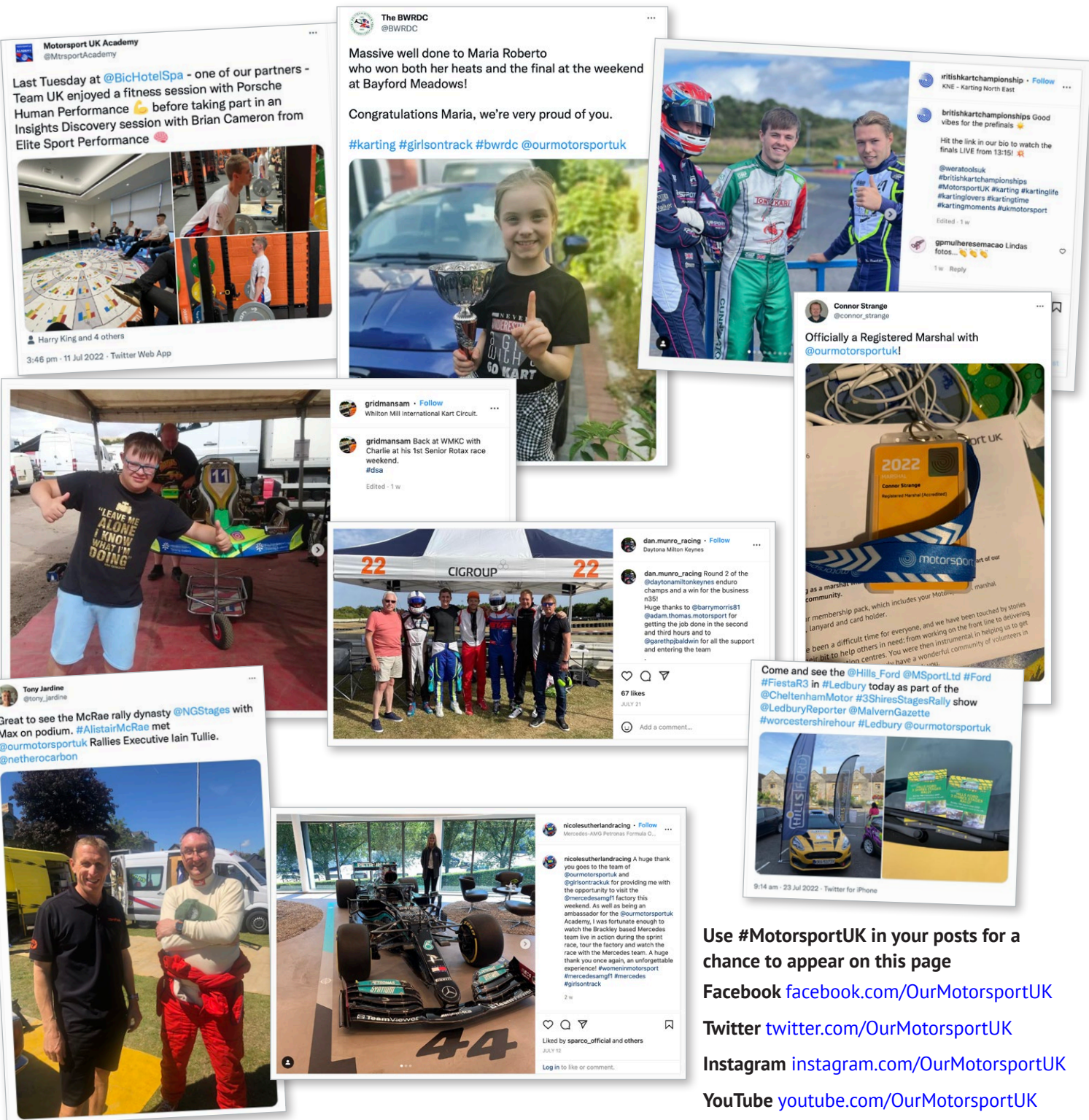
GB4 has been a rollercoaster of a journey. We started the year with a lot of car teething issues, but everything seemed to fall into place at the third round. I finished the weekend with a P2 then got my first win in the next round.



Twitter: @loganhannah92 Instagram: @loganhannah9 Facebook: LoganHannahRacing www.loganhannah.co.uk

Highlights from the past month on social news feeds

Many clubs, events, and competitors tag @OurMotorsportUK each month. We love to see what you are up to – here are some of the latest posts



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Watch motorsport on TV or online

Television coverage is no longer reserved just for international racing and the UK's top motorsport championships. In the streaming age, anyone can get their races on the small screen. These are some of the best ways watch them

Whether you want to catch the latest round of the flagship British Touring Cars or spot the next Lewis Hamilton among the field of youngsters in the British Kart Championship, there is something for every motorsport fan to watch on TV or online these days.

From motorsport highlights packages of top-tier championships on mainstream channels, to live streaming of local club races for a small but dedicated audience on Facebook Live, the platforms for motorsport fans are everywhere. Here is a list of some of the places to watch.

International racing and rallying

Fans of F1's home-grown talent, such as former Motorsport UK academy driver Lando Norris, can watch wall-to-wall action on Sky Sports' own dedicated channel, or catch highlights on Channel 4. The support races, such as Formula 2 and W Series, are also well covered in the same places.

Electric racing in the form of Formula E – which currently has a field containing six British drivers – is on Channel 4 as well as on Eurosport. Practice can also be watched live on Formula E's YouTube channel, while fans who want a snapshot can find short highlights shows and behind-the-scenes videos there too.

Rally fans that want to see live coverage of Elfyn Evans' progress, among others, need to turn to Sky's rival BT Sport – which is available for free to anyone with BT Broadband – or subscribe to wrclplus.com. Highlights can also be found on ITV4, while the WRC YouTube channel has brilliant short clips and analysis. Red Bull TV – available online via the TVOS app and other platforms, also has WRC highlights and featurettes.

The World Endurance Championship – where top British stars include former F1 driver Paul di Resta, Mike Conway, and James Rossiter – can be seen live on Eurosport or Motors TV. The official YouTube channel also offers race-by-race coverage on subscription, as well as some great free short-form content.

>>>>>

You can watch all rounds of the British Kart Championship on the Motorsport UK YouTube Channel



The DTM has live coverage and race replays on ESPN and short highlights packages on ITV4. Young British female racer Esme Hawkey is currently plying her trade there, among a talented field that also includes former WRC Champion Sebastian Loeb.

Motorsport Network's Motorsport.TV channel is a good place to go to seek out a broad range of racing categories from all around the world. It offers fascinating features spanning everything from F1 to Truck Racing, plus a subscription offers live streaming and access to the Duke Motorsport video archive.

UK Championships

The flagship British Touring Car Championship and its associated support races, including British F4, has wall-to-wall coverage of every round live on ITV or ITV4, anchored by top TV presenter Steve Ryder. Coverage can also be streamed on [itv.com/btcc](https://www.itv.com/btcc) with highlights on the ITV Hub, ITV and ITV4 after each event.

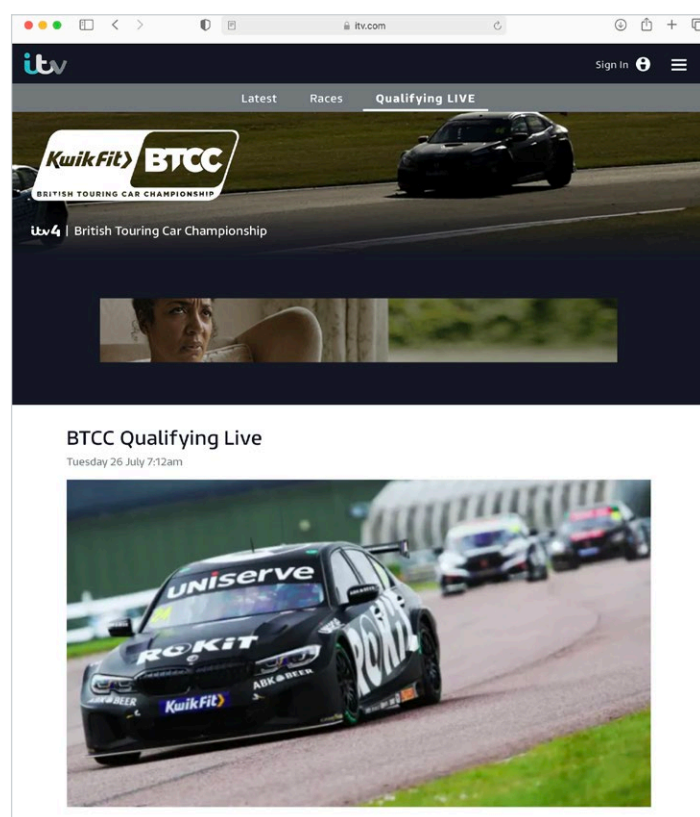
The GB3 Championship, in partnership with the BRDC, is streamed live for free on YouTube, Facebook and through the official championship website, with a TV-style broadcast that includes pre-race build-ups and post-race analysis, as well as special pre-recorded segments. There is also a highlights show on Sky Sports F1.

British GT coverage is live streamed on BritishGT.com, the British GT Facebook page and series organiser SRO's GT World YouTube and Twitch channels. It can also be watched live on Motorsport TV, while Sky Sports F1 runs a highlights programme after every round.

The British Rally Championship is covered on Motorsport UK's own YouTube channel, with highlights videos and background content; British Rallycross highlights are on the 5NationsBRX YouTube channel; and Hillclimbing is on Hillclimb.TV on YouTube, with every round of the British Championship live.

You can also tune into drag racing on SantaPodTV on YouTube or the track's Facebook channel. All FIA rounds are live-streamed TV-style, with full commentary and interviews, and there is also live coverage of National Drag Racing events and others, plus plenty of highlights reels.

Karting is extremely well covered too, thanks to AlphaLive's streaming service, which provides all the live action from every round of the British Kart Championship on Motorsport UK's own YouTube channel. There are also online insight and highlights packages there too.



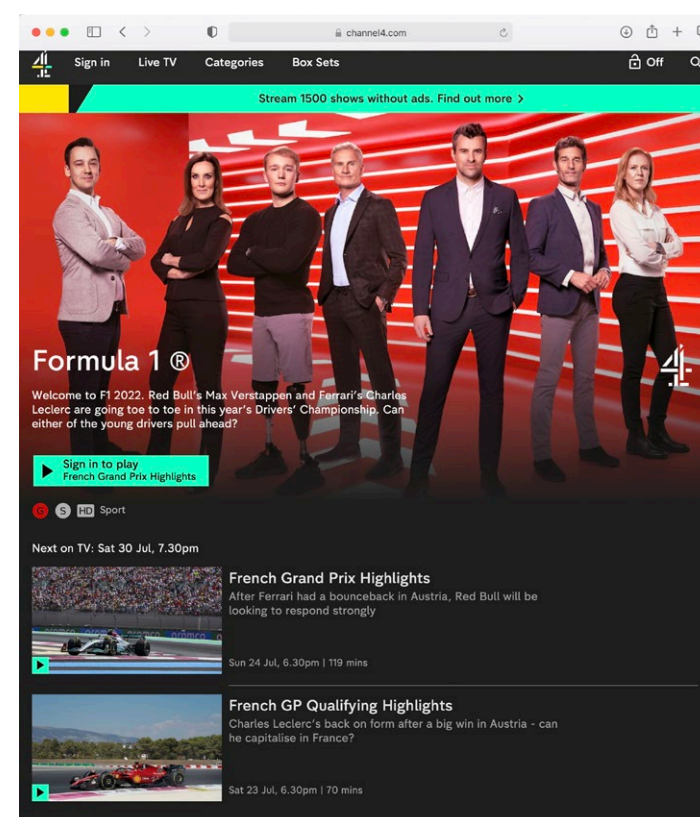
ITV has coverage of the BTCC live on air plus a catchup service on the ITV Hub

Club racing

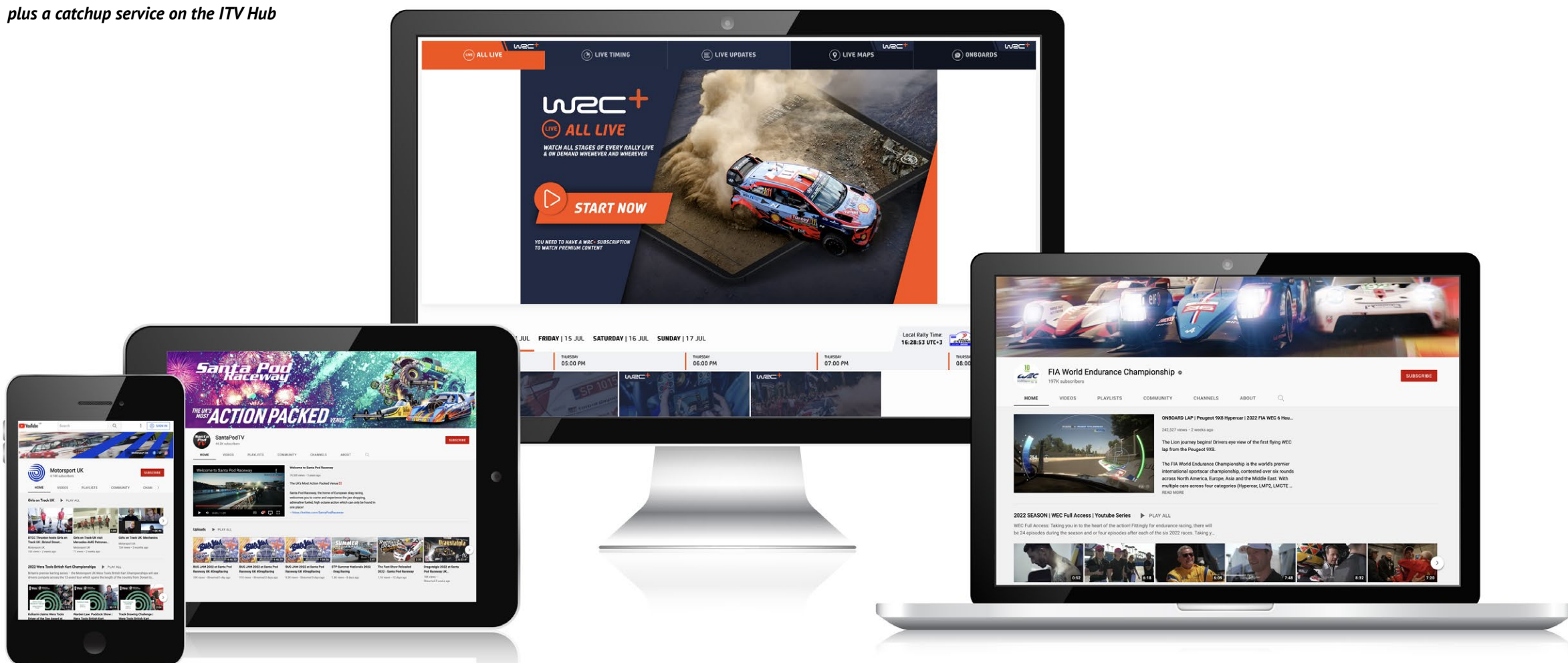
Most large clubs will now live stream race weekends on their own websites or YouTube channels, often using a dedicated company to provide quality coverage. The following are just a few examples of coverage from clubs, individuals, and dedicated platforms.

The British Racing and Sports Car Club (BRSCC), British Automobile Racing Club (BARC), Scottish Motor Racing Club (SMRC) and 750 Motor Club all live stream events via their YouTube channels, while some venues, such as Kirkistown in Northern Ireland, also provide event coverage in highlights packages.

Even the world of historic racing has hit YouTube, with Historic Motorsport TV becoming the world's first channel dedicated to the scene. Its small team is well known in the paddock and set up [historicmotorsport.tv](https://www.historicmotorsport.tv) with the goal of engaging younger generations and ensuring historic racing lives on.



Formula 1 highlights and insights from Channel 4



sacredpod.com

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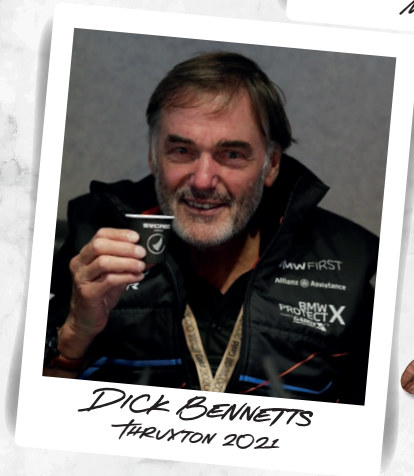
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Cross Country events are the best reason for getting your 4x4 out of town and doing what it was designed for! This off-road discipline combines elements of rallying and trials, depending on the type of event

1955

The year in which The Rover Car Company formed the Land Rover Owners Club

The number of main Cross Country event types – TYRO, RTV and CCV / Modified Trials, Timed Trials, Competitive Safaris (known as Comp Safaris) and Hill Rallies

6

125

The number of Land Rover, 4x4 and Four Wheel Drive clubs in the UK

6

The number of times Richard Kershaw has won the British Cross Country Championship – more than anyone else so far

8

The minimum age to enter a Junior Trial (JTV) – or 13 for a driver in a TYRO Trial

89

The number of clubs that organised Cross Country events in 2019

115

The approximate number of venues used regularly by clubs for Cross Country events around the UK

2

The minimum age for a rear seat passenger in an approved child restraint on a Tyro Trial

1971

The year of the UK's first ever Hill Rally, which was held in Wales in May and attracted 45 entries

The year the UK's first British Cross Country Championship was held at Long Valley Hampshire

1989

1/4

The minimum length of a Competitive Safari Course in a fraction of a mile

3,528

The original cubic capacity of the Rover V8, the go-to engine of the 1970s to the 1990s

12

The typical number of gates forming a Trials Section, although some clubs have 10 per section

12,385

The total number of entries in Cross Country events throughout 2019 (even more than Autotesting)

1968

The year the All Wheel Drive club was formed, to allow people to use their off road vehicles regardless of make or model



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Grampian Forest Rally

13th August, Milton of Crathes, Banchory, Scotland

The Voyonic Grampian Forest Rally will once again offer competitors in the Motorsport UK British Rally Championship and KNC Groundworks Scottish Rally Championship some of the most popular stages in Scotland, as the Durris, Fetteresso and Drumtochty forests near Aberdeen play host to a spectacular one-day gravel event on 13 August.

www.grampianforestrally.com



JEP

Fun Cup Endurance Championship

12th-14th August, Trac Mon, Anglesey

BRSCC heads back to Anglesey Circuit in North Wales for a weekend of exciting racing. There's five Caterham Championships competing, plus FF1600 single seaters, and endurance racing. The Fun Cup racing is split into two three-hour encounters, one on Saturday afternoon, and another starting in the twilight, racing into the evening and ending in darkness.

<https://brscc.co.uk/events>



British Hill Climb Championship

13th-14th August, Shelsley Walsh, Worcestershire

The British Hillclimb Championship (BHC) presented by Avon Tyres make its second visit to this historic venue. Competitive action starts each day at 9.00am. The battle between Wallace Menzies and Alex Summers is really coming to the boil to determine who will be crowned 2022 BHC Champion.

www.shelsleywalsh.com/events-1/championship-challenge-3



Stuart Wing



Saltire Rally Club – Navigational Scatter

14th August, Pitlochry, Perthshire, Scotland

Starting and finishing in Pitlochry this Scatter Rally will suit everyone. With no defined route, competitors will be provided with a set of questions. All you must do is find the answers at specified points. A good fun event that will take around 60 miles to complete

www.saltirerallyclub.co.uk



Seven Oaks and District Motor Club – AutoSOLO Test and Training Day

20th August, Ashford Market, Kent

Sevenoaks and District Motor Club is running a combined StreetCar Taster Event alongside a club practice day. Come along and see what it's all about, watch, and ask questions. There is an opportunity to have a go in your road car, or a passenger ride with an experienced club member for a small fee. www.sevenoaksmotorclub.com



JEP

ROKiT British F4 Championship

26th-28th August, Thruxton Circuit, Hampshire

Thruxton's high-speed layout hosts the latest ROKiT British F4 round. Alex Dunne arrives with a 41-point lead in the championship, but with Carlin drivers Ollie Gray and Ugo Ugochukwu in form, having finished 1-2 last time out at Knockhill.

www.fiaformula4.com/events/thruxton-2

Wera Tools British Kart Championships

26th-28th August, Clay Pigeon Raceway, Dorset

The Mini Max and Junior and Senior Rotax classes take to the track at Clay Pigeon Raceway on August Bank Holiday. In the Minis, Noah Wolfe is looking to follow up his previous victory, while in the Junior Rotax, Brandon Carr, Vinnie Phillips, Gustavs Usakovs will battle for the win. In the Seniors, Kai Hunter will be looking to further extend his winning streak.

www.britishkartchampionships.org



KarPix



Jakob Ebrey

Kwik Fit British Touring Car Championship

27th-28th August, Thruxton Circuit, Hampshire

There will be plenty of action in store as the BTCC heads to Thruxton, the track with the highest average speed of any circuit on the calendar. This is the second visit this year for the flagship series and title challenger Josh Cook will be looking to build on the two victories he secured in May, the last time the series visited the track.

btcc.net

British Rally Cross Championship

27th-29th August, Pembrey, Wales

Wales is the next destination for the UK's Rallycross crews, with an event on August Bank Holiday. Patrick O'Donovan heads the championship after six rounds with 121 points, just eight ahead of second-placed Julian Godfrey. However, former title-winner Nathan Heathcote will be looking for glory as he returns for this event.

www.rallycrossbrx.com

C McMaster / McKlein

**The Phil Price Memorial Woodpecker Stages**

3rd September, Ludlow, England / Welsh borders

The Phil Price Memorial Woodpecker Rally return to its Ludlow Racecourse event base in 2022, as the 3rd September forest rally hosts a blistering array of top-line championships. Contenders in the Fuchs Lubricants British Historic Rally Championship, MRF Tyres BTRDA Rally Series, Motorsport UK Pirelli Ravenol Welsh Rally Championship, the Motorsport UK English Rally Championship, and a host of regional series will tackle famous stages on both sides of the English and Welsh border with the Radnor and Haye Park Forests playing host to 44 miles of competitive action.

www.woodpecker-rally.co.uk

RallySport Media

**Get Connected Rali Ceredigion**

3rd-4th September, Cambrian Mountains, Mid Wales

Rali Ceredigion is back, bigger and better for 2022. The rally has been extended to run over two days, and should attract an international field of domestic and overseas competitors as a round of the Motorsport UK British Rally Championship, the Protyre Asphalt Rally Championship, Tour European Rally and the FIA European Rally Trophy.

www.raliceredigion.co.uk**Stockport 061 – Targa Road Rally**

3rd September, event location

Stockport 061 Motor Club returns to Weeton Army Barracks for its Targa Road Rally on the 3rd September. This single venue format of a Targa road rally is still open for competitors and marshals. Stockport 061 would like to thank its sponsor Mail Order Car Parts.

www.061roadrally.co.uk**The Euro Finals**

8th-11th September, Santa Pod Raceway, Northamptonshire

This is Santa Pod's most prestigious event, featuring more than 250 of Europe's finest teams. The line-up includes 300mph Top Fuel Dragsters, 200mph Drag Bikes and more than 20 supporting classes. It will be the fifth outing of the six-round Pro Modified Motorsport UK championship.

<https://santapod.co.uk/european-finals.php>**British GTs and GB3**

10th-11th September, Brands Hatch, Kent

The Kent circuit will see the first GT event since teams headed overseas to Spa-Francorchamps in July, with Ian Loggie comfortably in control of the GT3 championship table. In GB3, Luke Browning and Swede Joel Granfors will resume battle following the last round at Silverstone.



JEP

Fern Motorsport

**British Autotest Championship**

11th September, Location

The last round of the championship is being held during the Coventry MotoFest on Sunday 11th September, around the concrete columns of the town centre flyover. Although Alastair Moffatt and Willie Keaning have already booked the winner and runner-up spots respectively, third place is still up for grabs, as well as several class positions.

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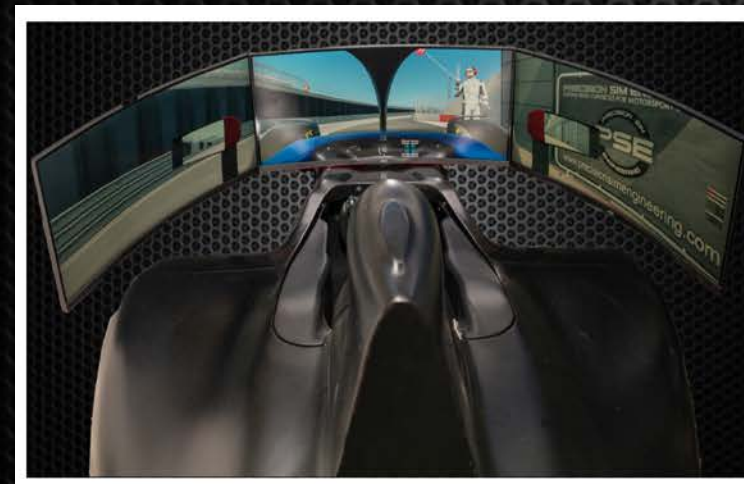
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Latest results across the different types of motorsport governed by Motorsport UK



Jakob Ebrey

The GB3 Championship

Joel Granfors took the championship lead with a win and two podiums. Tom Lebbon won race two, finishing on only three wheels, while Marcos Flack concluded the weekend with his maiden triumph in a sensational reverse grid race.

Latest Championship Standings

1st	Joel Granfors	369.5 points
2nd	Luke Browning	358 points
3rd	Callum Voisin	292 points



Alastair Farquhar / Becksport

KNC Groundworks Scottish Rally Championship

The championship returned to gravel roads for the RSAC Scottish Rally based in Moffat. Michael Binnie and Claire Mole took the lead on Stage 3 and were never headed all the way to claim their second win of the season, keeping their Mitsubishi Evo clear of the punctures and issues that affected others. Hugh Brunton and Drew Sturrock survived an off on the final stage to take second.

Latest Championship Standings

1st	Michael Binnie	142 points
2nd	David Bogie	117 points
3rd	Scott Macbeth	99 points



Julian Hunt / Eurodragster.com

Motorsport UK British Drag Racing Championship

Andy Robinson scored a second straight win, securing pole with low elapsed time and top speed of the event (5.931sec/246.35mph) before beating Kevin Slyfield in the final. The victory extended his lead in the title race.

Latest Championship Standings

1st	Andy Robinson	295 points
2nd	Nick Davies	246 points
3rd	Kevin Slyfield	239 points



McGrady Insurance N. I. Rally Championship

Jonathan Greer and co-driver Dai Roberts drove their Citroën C3 Rally2 to a comfortable victory in the Down Rally, finishing 26s ahead of the Ford Fiesta WRC of Peadar Hurson and Damien Connolly. Cathan McCourt and Liam Moynihan finished third in another Citroën C3.

Latest Championship Standings

1st	Jonathan Greer	120 points
2nd	Derek McGarrity	112 points
3rd	Joseph McGonigle	106 points



Nigel Cole

Avon Tyres Motorsport UK British Hillclimb Championship

With the top three drivers all breaking the outright Wiscombe Park record, the battle for overall British Hillclimb Championship (BHC) presented by Avon Tyres, honours intensifies. The 2022 title is now looking like a two horse race between two time Champion Wallace Menzies and 2015 Champion Alex Summers.

Latest Championship Standings

1st	Wallace Menzies	225 points
2nd	Alex Summers	216 points
3rd	Scott Moran	204 points



Jimmy Graham

SBD Motorsport UK HSA British Sprint Championship

Despite one or two mechanical issues over the course of the weekend, all of which were repaired, Terry Holmes took victory at one Run Off on Saturday, and Steve Miles the other one. Holmes repeated the exercise in Sundays' first Run Off, but Pete Goulding secured the second one. We are now entering "dropped scores" territory to decide the championship.

Latest Championship Standings

1st	Graham Blackwell	383 points
2nd	Stephen Miles	379 points
3rd	Terry Holmes	350 points



JEP

Motorsport UK British Rally Championship

Osian Pryce celebrated his 100th rally start by storming to victory at the Nicky Grist Stages, the third round of the championship. Pryce and co-driver Noel O'Sullivan took their Volkswagen Polo GTi to five fastest stage times on their way to their second victory of the season.

Latest Championship Standings

1st	Keith Cronin	61 points
2nd	Osian Pryce	50 points
3rd	James Williams	33 points



JEP

Intelligent Money British GT Championship

Nick Halstead and Jamie Stanley took their first GT3 win thanks to a fault-free performance at Spa-Francorchamps, finishing 5.2s ahead of James Cottingham and Lewis Williamson. Jules Gounon and Ian Loggie completed the podium to extend their championship lead. There is an appeal pending by the National Court over a qualifying penalty.

Latest Championship Standings

1st	Ian Loggie	100.5 points
2nd	Michael Igoe	68 points
3rd	Phil Keen	68 points



Fern Motorsport

Motorsport UK British Autotest Championship

The latest round saw a good selection of competitors travel to Scotland, with Alastair Moffatt taking another win. The championship leader overhauled home driver Willie Keaning, who had led after the first three tests. Moffatt's drop of 26 points from the opening round means that Willie Keaning, in second overall, cannot overhaul him heading into the final event. Keaning has also secured second in the 2022 championship, but it is still all to play for third with Christopher Chapman currently sitting on 127 points, and Richard Pinkey and David Fox both on 111 points.

Latest Championship Standings

1st	Alastair Moffatt	149 points
2nd	Willie Keaning	143 points
3rd	Christopher Chapman	127 points




Motorsport UK Pirelli Ravenol Welsh Rally Championship

Matthew Hirst edged closer to the title after winning the Nicky Grist Stages for the first time. Having already been victorious in the opening three rounds of the series, Hirst and co-driver Declan Dear were once again on unbeatable form, scoring maximum points in their Ford Fiesta R5+.

Latest Championship Standings

1st	Matthew Hirst	120 points
2nd	Bob Morgan	89 points
3rd	Dylan Davies	86 points

ROKiT F4 British Championship certified by FIA



Joseph Loake leap-frogged pole-sitter Ugo Ugochukwu to claim victory in the first of three rounds at Knockhill, with his JHR Developments team-mate Georgi Dimitrov making it two from two for the team by winning the reverse grid race. Ugochukwu made amends in the third to lead home team-mate Oliver Gray in a Carlin 1-2 after title race leader Alex Dunne stalled at the start.

Latest Championship Standings

1st	Alex Dunne	271 points
2nd	Oliver Gray	230 points
3rd	Ugo Ugochukwu	179 points

Kwik Fit British Touring Car Championship



The BTCC's big hitters cranked up the race for this year's title following the mid-season break with an action-packed weekend of phenomenal racing at Knockhill. Jake Hill got the better of reigning champion Ash Sutton in a frantic opening race but Sutton claimed victory in the second after Hill lost the lead when he slid wide. Rookie George Gamble took a hugely popular lights-t-flag triumph in the finale. The top four places are now covered by just 14 points, with Colin Turkington leading Tom Ingram, Sutton and Hill.

Latest Championship Standings

1st	Jonathan Greer	120 points
2nd	Derek McGarrity	112 points
3rd	Joseph McGonigle	106 points

Protyre Motorsport UK Asphalt Rally Championship



Steve Wood has become the fourth different winner in as many rounds of the 2022 Protyre Motorsport UK Asphalt Rally Championship after scoring maximum points on the Carryduff Forklift Down Rally. Co-driven by Kenny Hull, the Welshman finished 34.5 seconds clear of his nearest sealed-surface series rival. The result moves him up to third in the drivers' standings.

Latest Championship Standings

1st	John Stone	103 points
2nd	Neil Roskell	100 points
3rd	Steve Wood	83 points

Wera Tools British Kart Championships







The championship headed to Sunderland's Warden Law for round three, with five categories in action. Honda Cadet graduate Noah Wolfe triumphed in Mini Max while Vinnie Phillips topped a huge field of 57 Junior Rotax drivers after passing Gustavs Usakovs for victory and Kai Hunter beat Guy Cunnington to victory in the Seniors. Scot Cole Denholm continued his run of maximum scores by winning the Honda Cadets and Laughlin Johnstone won the JAG Micro Max Trophy.

Mini Max

1st	Scott Marsh	559 points
2nd	Noah Wolfe	547 points
3rd	Harry Bartle	523 points

Junior Rotax

1st	Brandon Carr	552 points
2nd	Vinnie Phillips	530 points
3rd	Gustavs Usakovs	495 points

Honda Cadet

1st	Cole Denholm	579 points
2nd	Jarrett Clark	514 points
3rd	Albert Friend	509 points

Senior Rotax

1st	Kai Hunter	544 points
2nd	Callum Bradshaw	536 points
3rd	Guy Cunnington	525 points

76

Revolution - August 2022

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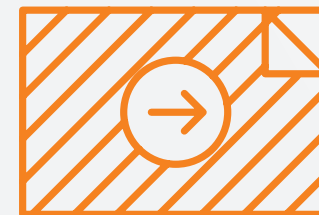
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The Parting Shot

Our eyes don't lie – they are the windows to the soul. They show the truth, no matter what face we put on, in any situation. Wera British Kart Championship Junior Rotax competitor Jessica White watches, eager to return to the track. At this moment, Jess is all about the drive.

