


Revolution

May 2023

The official magazine of  motorsport uk

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CEO's MESSAGE



Circuit racing track limits has been the subject of considerable debate over the past few months, and I think it is important to understand the background to the changes that are being made and why they matter.

The process really began in 2021 following discussion in the Motorsport UK Race Committee after concerns had been raised around a deterioration of driving standards in circuit racing. Initially this had been based on anecdotal evidence, but it prompted a survey that we sent out to our circuit racing licence holders. The results were very clear, revealing that our licence holders had experienced a decline in driving standards; reporting more negative incidents such as being forced off the track, their racing being compromised, damage being incurred on vehicles and overall, a deterioration in their enjoyment of the sport. This gave us great cause for concern and sparked the beginning of a wide-ranging 'driving standards' review by Race Committee.

Over the past 18 months Motorsport UK has implemented the Race with Respect programme, that I hope you have experienced in action. The feedback that we've had has been wholly positive with people welcoming this direct intervention to remove antisocial behaviour and to

encourage a collective approach to make the sport more enjoyable for all. In parallel the Driving Standards project will embrace a whole host of different initiatives and will include learning and development in the community to ensure that rules and regulations are clearly understood, as well as the reasons behind them, so that everybody can compete in a safe, fair, and fun environment.

Very early on in the process of discussion, Race Committee identified that small transgressions going unchecked can lead to a general deterioration in the attitude towards rules and regulations and the importance that they hold. Prime amongst these was the subject of track limits. There does seem to be a rather mixed understanding of the term 'track limits' and indeed where the limit of the track lies. At a racing circuit it is defined by the white line that runs around both sides of the track, interspersed with the kerbs on the apex and outside of corners which serve as the track limit at those points. Where it has become confusing is defining what is and isn't allowed in terms of the placement of the car on these track limits.

Perhaps it is best explained when one thinks of a street circuit, with hard barriers whether they be Armco or concrete, immediately adjacent to that white line around the track. Suffice to say no driver would venture beyond the white line if they knew the consequences would be one of significant damage to the vehicle with subsequent costs and failure to continue in the race. That same concept firmly holds when you

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Dom Gibbons

Track Limits have been clarified by Race Committee

go to the open sweeps of Silverstone or Donington. The track limit is there for a very good reason, namely the track licence that is provided by Motorsport UK is done so in the context of considering all of the safety measures in place at a track and in particular the run off areas on any part of the circuit and the physical interventions that are in place to minimise any impact. It is therefore imperative that vehicles should be contained within the limits of the track in order to conform to those precise safety measures that have been installed. In addition, the limits of the track are there to ensure that all the competitors compete by lapping as swiftly as possible on the same pieces of tarmac. Transgressing beyond the track limits may provide an advantage in speed and lap time, which as stated, is achieved by venturing beyond the field of play. It also fosters a weakened attitude towards following other rules that are the backbone of the sport.

The existing rules require that the outer two wheels of the vehicle must not fully transgress beyond the outer edge of the white line or kerb denoting the track limit. The problem with this approach is that it is very difficult to visually identify when the inner edge of the outer tyre has gone beyond the line and more fundamentally the driver is naturally tempted to continue to exceed the limit as the line or kerb is underneath the car. Therefore, the changes to the rules that are being implement from 1st June 2023 will make it simpler for everyone, in that no part of any of the four wheels and tyres of the vehicle may transgress beyond the limit of the track. That then becomes a simpler rule for everybody, whether driving or officiating, to both understand and to police.

JEP



The taster day for disabled drivers at Bicester airfield with the Loughborough Car Club

On this point of policing, there has been feedback from competitors and officials who argue that it is impossible to deal with multiple transgressions especially when cars are running closely together, and it therefore makes it impossible to impose the penalties in a fair and even-handed manner. Whilst it is true to say that this does present challenges both for the observers and the officials, it does not undermine the principle that we need to have a clear and logical rule that is applied such that when a penalty is applied there can be no argument about what constitutes an infraction. In practical terms, at any circuit there are only a few points where there are consistent breaches of track limits, and that is where officials will focus their attention. I am sure there will be a need for a period of adjustment whilst everybody understands the new regulation, but it will very rapidly be understood and adopted as part of the racing protocol. We listened to everyone's feedback on the consultation, with concerns expressed about the proposed penalty system, and therefore have confirmed that fundamentally the existing structure remains. It is just the definition of where the car is placed that makes a practical difference. I just want to thank everybody for their patience in this regard and encourage everybody to work together to ensure that this new evolution of the rules is practically adopted and adhered to as it is of real importance to ensure that the sport is enjoyable for all.

Away from the world of circuit racing we have disciplines such as AutoSOLO, which provide a simple format of competition that can be conducted in your everyday road car, with a compact course laid out on the edge of an airfield or car park. There are hundreds of these events going on across the country every month and I can speak from personal experience that they are great fun and offer a challenge of real merit despite their slow speed and ease of access.

It is therefore the perfect of type of event to welcome newcomers to sample the excitement of competition and car control, and with this in mind we jointly hosted a taster day for disabled drivers at Bicester airfield with the Loughborough Car Club. These taster days can be put on by a Motorsport UK club with relatively little infrastructure albeit with a good deal of generous support from the volunteers to run the day. We had 12 drivers join us at Bicester who all had the opportunity to carry out multiple runs in the suitably adapted car that Loughborough Car Club had provided for the day. Every single one of them demonstrated fantastic car control and emerged from each of their runs with an excited smile and a real sense of satisfaction. The point about this is a broader one of accessibility, making sure that everybody in society has the chance to experience the sport. We are incredibly fortunate in motorsport to provide the opportunity



Enjoying the buzz of karting with TeamSport

for open accessible competition, in contrast to the restrictions that most other sports have for inclusive general participation. I would like to personally thank Richard Egger and all of the team from Loughborough CC for putting on such a fantastic day. Also, thanks to our growing community of StreetCar clubs, that now number well over 50 across the UK, that are providing taster days for StreetCar disciplines and welcoming newcomers to our sport and allowing us to grow the community.

Another initiative this month in the same area of accessibility and inclusivity was run at TeamSport's Acton indoor karting facility in West London. Last year Motorsport UK was fortunate to receive a grant from the Ignite Foundation, which is part of Sir Lewis Hamilton's Mission 44 initiative. The goals of the programme are to explore the ways in which we can make our sport more inclusive for those members of the community and society who previously did not see motorsport as accessible for them.

This Race for Diversity programme was born out of the very successful Girls on Track (GoT) concept which we have been running for the past three years. GoT is aimed at primary school age girls and focuses on introducing them to motorsport in the context of STEM subjects, such that they might consider a career in motorsport, but more broadly embrace technology, science, and mathematics into their academic progression. Following the Girls on Track model, we worked with the Chelsea Football Club Foundation in London and at a second event in Manchester with the Manchester United Football Club Foundation, to identify boys and girls in the 12 – 16 years old age group who come from social and ethnic backgrounds that are not typically represented in the motorsport community.

TeamSport has been engaged in these types of social inclusivity programmes for a number of years now and have proved to be a perfect partner for Motorsport UK in developing this initiative with Ignite. I attended the morning of the first session and you could feel the buzz running through the building as these kids, who have not had any exposure to any form of motorsport, or even the practical application of engineering technology, emerged wide eyed from the different practical activities that were held and eventually experiencing the 'icing on the cake' of having a drive around the track in one of the very impressive all electric Biz Karts that TeamSport use. This partnership with TeamSport is really beginning to bear fruit and whether it is in the issuing of over 7,000 indoor kart licences to their elite pathway members or the development of the British Indoor Kart Championship which has grown to over 5,500 competitors, I feel there is much more that we can do within this space with indoor karting and TeamSport.

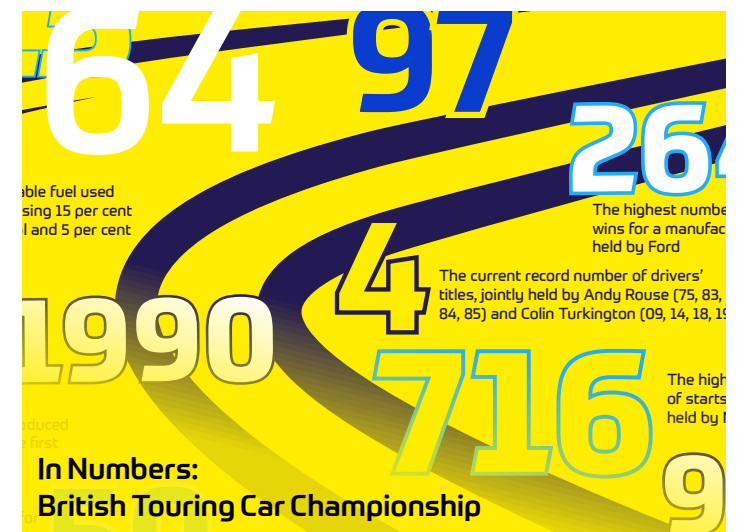
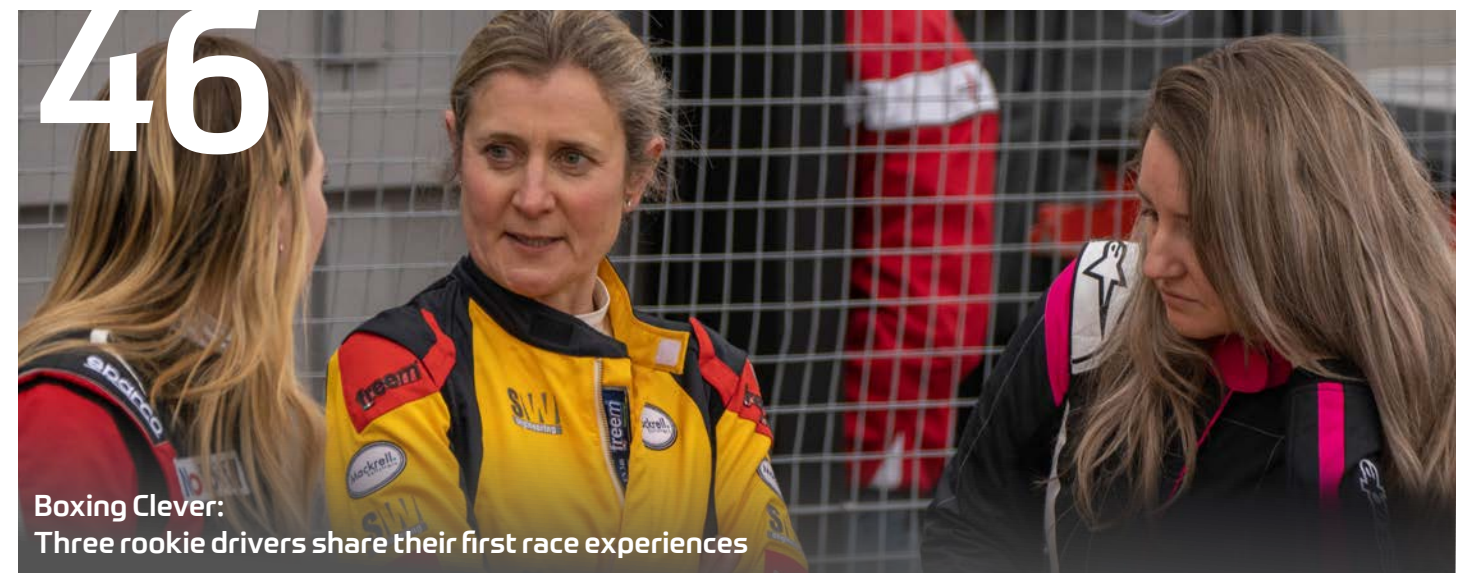
Finally, last weekend I was at Brands Hatch for the second round of the British Touring Cars, with the Motorsport UK run ROKiT British F4 Championship as part of the support bill. In our second year of running this championship it is maturing very well, and with a grid of 21 cars for the opening round, with more than half from overseas countries, it shows that there is a healthy demand for this FIA recognised starting point on the single seater ladder to F1. It is also worth applauding both GB4 and GB3, run by MSV, as valuable elements of the UK single seater pathway as there are no other countries in the world that have three highly professional single seater championships delivering a world class young driver development pathway. I have every confidence that in the coming years the UK will consistently be seen as the pre-eminent training ground for drivers going on to become world champions in the top categories of motorsport around the world.

So, another busy month in motorsport and one with a wide variety of experiences, but a theme that runs across all of them is our desire to make sure that the sport is accessible for everyone, and once in the sport our members can enjoy it in a safe, fair, and fun manner. 🌀

Wishing everybody an enjoyable and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

In this issue: Explore the options for **Stage Rallying on a budget**, three new racers enter the Porsche Boxster Cup in **Boxing Clever**. Meet Jonathan Jackson, the new **Head of Rallies and Cross Country**; Learn **How to apply for a Race Licence** and follow four Academy graduates as they progress **On The Ladder**. Plus, **What's On, Championship Results** and much more...





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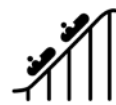
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STAGE RALLYING ON A BUDGET

Will Gray explains how good research, good support and good advice can help cut the costs of competing in Stage Rallying

Many dream of competing on a Stage Rally, but the potential costs involved can be daunting. However, if you aspire to tackle the famous forest stages in the UK do not be put off by the big numbers that typically get flashed around – there are ways to lower the cost of getting on the stages.

Competing at the top level can cost thousands of pounds per event, but the same can be said for the pinnacle of any motorsport discipline. If you just want to get a taste of the tarmac on a single-venue Rally, or to kick up some gravel on a multi-venue forest event, all you need to do is get a licence, buy or share a cheap car, borrow some equipment, and get out there.

That is exactly what Will Banks and his co-driver Sam Kelter did last year. Aged just 22 and 25, the Ecurie Royal Oak Motor Club pair took on the Woodpecker and Cambrian Rallies on a budget and had a blast. They are now competing in a full season of the BTRDA Rally Championship, taking on legendary National events like the Malcolm Wilson Rally, Nicky Grist Stages, Kielder Forest and the Trackrod Rally Yorkshire.

“Starting off in Rallying is tough but we are both very lucky because our parents are into the sport and they understand it,” says Will Banks. “I have jumped in at the deep end, straight into forest Rallying, and that is probably the most expensive. We are both pushing our limits on what we can pay, both living with our parents, but it is so worth it!”

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Will Banks competes in the BTRDA Rally Championship





You can get the thrill of the forest stages while competing on a manageable budget

Getting a taste

Going straight into a forest or even a tarmac event can be a little bit intimidating. Many beginners prefer to get their toe in the water on local Road Rallies first, to better understand the driver / co-driver experience before throwing themselves into an off-road event for the first time.

The most popular Road Rallying events tend to be Navigational Scatters or 12 Car Rallies. These typically take place on public highways and are easily accessible to anyone with a road car, driving licence and free RS Clubman competition licence. They are also part of the StreetCar programme, which is a good way to get into the sport.

Michael Wilding, who has been organising events for more than 25 years with Ludlow Castle Motor Club, explains: "In Road Rallies, you have to have a bit of knowledge about your car and also some skill and discipline, so the best thing to do before going off-road is find yourself a good navigator who has done a bit before and go try out one of these.

"You can only develop the skills through practice and it takes time to learn these things. If you start on the road, it doesn't cost much to do – just a tank full of fuel and you can do it – and

there are lots more of them about than Stage Rallies. It then cuts down the risk when you step up to Stage Rally events".

That is exactly how it began for Banks, who explains: "My whole family have been into motorsport – I started doing trials riding at four-years-old, developing onto Autograss at 12. Being supported by Jonny Milner, British Rally Champion, and Driver for Toyota in 2015-16 gave me the inspiration to get into Rallying. I started off in Road Rallying.

"I bought a Vauxhall Nova for £2,000 from a chap at my Club and my first event was with a friend, Dafydd Jones, in the Valentine Novice Road Rally. It was a really good entry into the discipline, really relaxed and very simple on navigation. I got third in class, fourth overall on my first ever event, so then I got hooked.

"The reason I went Road Rallying before Stage Rallying was simply the cost. I did not want to spend money on a Stage Rally test and getting a licence to not enjoy it. To take part in Road Rallying, all I needed was a free RS Clubman licence and membership of Caernarvonshire and Anglesey Motor Club, which cost about £15.

"My brother Edward Wain also competes in the BTRDA and the year before I started myself, I spent time servicing for him, helping to maintain the car. That really helped to give me an insight to budgets and the format, and what you needed to put together to be competitive on a budget."

However, Banks' co-driver Sam Kelter, took a different route. Having also been immersed in cars through his family, he pursued a career in Motorsport Engineering at university. There, one of his course friends was building a Renault Clio to take part in single venue Stage Rallies and, when he was invited to join as a co-driver, he went straight in.

"I had never had that opportunity before, because everybody who I knew was already committed to navigators and partnerships – so I bit his hand off," recalls Kelter. "We didn't get very far – we actually retired between stage two and three – but it was still a great experience and it was enough to give me the bug."

After a few more events with a family friend, Kelter was contacted by fellow Club member Banks and invited to sit alongside him last year. Before the pair took on those forest



Most scrutineers would be happy to help or offer advice both before and on events

stage events, however, it was suggested that they test their cockpit compatibility with a Road Rally outing.

"It was Will's idea to do a Road Rally with him, just to get a feel of working together, and it really worked well," adds Kelter. "In fact, in reality, I wished I had done a Road Rally before a Stage Rally because to come from nothing into Stage Rallying can be very, very daunting whereas with Road Rallying, everything just made that much more sense.

"They give you a very, very good understanding of how the timing side works and you get the navigational side of things straight away from looking at your map the entire night. It is an ideal step to go from that to a single venue Stage Rally, where you are on a stage diagram."

Despite his relatively young age, Banks is now very active in his Club as a member of the Committee and Social Secretary.

As part of that, he works hard to encourage those interested in Stage Rallying to first try out some road-based events, particularly the Club's winter Scatter Rallies.

"We do one a month and we encourage anyone new, from older ages to as young as 12, to get involved. We have more members now than in December last year due to these events," he explains. "We do navigator training, where experienced navigators from the Club sit down with anyone new and help them learn to read the maps."

"The last one we did we had nine crews out and four of them had someone under the age of 18 involved. We are seeing that influx of people wanting to get involved, but they do not want to commit until they have given it a good try. The Scatters are on a Wednesday night and only take 90 minutes, so they are a perfect introduction."

Selecting an event

The simplest way to enter the world of Stage Rallying on a budget is to head to one of the many single venue locations around the country – places like Weston Park near Telford, Down Ampney near Cirencester, Anglesey in Wales, Oulton Park in Cheshire, or Leconfield in Yorkshire, are some of the more well-known options.

Michael Wilding, who is a veteran of both single and multi-venue events, says: "Single venue events are good, not only because the entry fees are a lot less than the forestry rallies, but also because the surface is usually all-tarmac or broken tarmac, with a few potholes, so they are not very damaging on your car."

"Also, if you are a new driver and you are going into some of these corners a bit too quick, and maybe a shower of rain has made it totally different to how it was in the dry, if you do lose it, you often end up going across the field on the grass, so there is nothing for you to hit!"

"There are still lots of good straights and corners and some splits, so you need a navigator who is on the ball to be able to direct you. You get plenty of mileage, but as the venues are relatively small, the service vehicle does not have to move anywhere, and you can carry your own fuel to put in the car in the designated area."

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Lighter rally cars, with lower powered engines, can be less demanding on tyres and fuel



While these types of events are certainly the most cost-effective way into Stage Rallying, the hook for many is that feeling of flying through a forest with the car dancing on loose gravel. To get that kind of adrenaline, however, is another level again, as it typically involves scrutineering the day before, followed by a day of and competition, and a whole different perspective.

For those that crave more than a single venue event, Wilding has some sage advice: “Pick one that has been recommended by your local Club. For me this was the Woodpecker Rally. That one is fairly central to the country and the stages are usually as good at the end as they are in the morning. They are the sort of stages that can stand a few cars and do not cut up too much.

“Some other Rallies I have done, like ones on sandy ground, the morning is okay but you go through it in the afternoon and it is all cut up with potholes, totally different to what it was before. So, pick one with quality stages because that will do less damage to your car and cost you less in maintenance in the long run.

“Organisers are usually very honest – they have to be, because the proof of the pudding is there for everyone to see! It is also a good idea to go out spectating, do some single venues and investigate one or two longer events when you are not competing. Then, if you like what you see, you can try it out the following year.

“Speak to the competitors as they come over the finish line and also look in the press to see which events have the biggest entries. Some of them are full several weeks before they run, which is a good sign. If lots of people want to do them, they are popular for a reason – people vote with their feet.”

Ultimately, the most cost-effective balance is perhaps to take on a mix of both. The cost of one forest event is equivalent to two or three single-venue events, so if you are just looking for action, time behind the wheel and the occasional big adventure, it is a good idea to spread your money wisely.

“Single venues are really good to get involved, but everyone also wants the sound of the car going through the forest,” admits Banks. “Budget-related championships or cars, like the Mini Rally Challenge, Formula 1000, and the MG3 Rally Championship, are growing in popularity and they also have hire cars.

“At the end of the day, all the different types of Rallying are great to be involved with and you just need to do what is right for you and your budget.”

For those who are looking to become a co-driver, finding a ride in any type of Rally is not easy. People often step up



Stage Rallying requires some training and assessment with a BARS accredited rally school

from Road Rallying to Stage Rallying as a crew, while those who want to compete for the first time will typically want someone alongside them who has had the experience of a few events under their belt.

Turning to social media can sometimes be the answer and Kelter explains: “On Facebook, there are some forums with thousands of people in them, just in the UK alone. One is dedicated to navigators who want to get their name out there, and drivers often put out requests for navigators for specific events.

“If you are in a good Club, you can also get opportunities from that network. If you go to members’ nights, the kinds of discussions you would have, just chatting with people and understanding what they are hoping to do in the year, can open doors. Just talking, that is the best thing you can do.”

Getting a licence

Anyone wanting to enter a Stage Rally for the first time must obtain a specific licence. This goes beyond the free RS Clubman and comes at a cost of £104 for an RS Interclub Stage Rally or Junior licence. Drivers must also pass a written and practical test at one of the schools accredited by the British Association of Rally Schools (BARS). For Navigating only, an RS Interclub licence can be applied for at a cost of £74.

Silverstone Rally School is one such venue and Manager Sharon Ford explains: “We do not insist people train with us, they can train out in a field then come and do the test if they want, but we recommend at least doing a half day [training] because then we can talk through everything that would happen at a Rally and give them a lot more chance of passing.



Sessions with a BARS school can help you learn the skills needed to compete on Stage Rallies

“Co-drivers do not actually need to get a BARS, but fresh out the box we would recommend doing a half or full day navigator course anyway. In fact, quite often we get navigators who do the full BARS test, because then they are a back-up, and it gives them a really good understanding of Rallying.”

The written assessment involves watching a couple of videos before taking a 20-question multiple choice paper. After that, there is a basic on-stage driving assessment where the applicant is talked through what would happen at a Rally and what the signage means. It is all designed to ensure the driver has the basic abilities to make them safe.

Ford adds: “The assessment itself takes about an hour in total and, as long as you have confidence, it is easily achievable. It is the written test people tend to have more of a challenge with because some come in with a bit of gung-ho, thinking they are brilliant drivers, but they have not really studied the Motorsport UK Yearbook and come unstuck.

“The answers are all in the Rally section of the Yearbook, Section R, and they are all safety based. They could be asked about anything – the type of helmet you should have, when you should arm your fire extinguisher, should you have a first aid kit, should you have belt cutters, right down to where particular signs are on a stage.

Banks did his test at the Phil Price Rally School in Wales, spending a day doing some on-stage practice before taking the test itself. He passed with flying colours and enjoyed the

experience so much he has been back again for more testing, to help build up his skills beyond the basics.

“As long as you have researched before and watched the videos and just listen you will be fine,” he says. “They are not after the next Colin McRae; they want someone who is going to listen and take onboard the information and advice. They do not want you to get in the test car and set the new record, just to drive safely like you would drive to work.”

It does not have to stop at the BARS Assessment, and spending a bit more up front could pay off in the long-term. A short course can help decide if the sport is for you and, at a cost of just under £200 for a half day, or around £300 for a full day at most schools, the insight you can gain could save you making errors and damaging your car on your first event.

“If you are practicing in a field and you pass your BARS Assessment, happy days, but in my view, you have still not been properly taught the technique that would keep you safe, other people safe and your car safe,” states Ford. “In the long run, that could be very expensive, so it can often be worth getting expert advice.

“We run half-day group experiences where you can learn handbrake turns, power sliding, and then put those two skills together around the whole stage. A full day then moves into pace notes, how to read them, write them and interpret them, so that takes the experience that little bit further.

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“The most people we would have on a day is 12 that start, and then six of those will be on half day, leaving six for the second half of the day. You get a lot of track time, there is nice camaraderie, you are watching others, learning from others, so that is a really good way to do it because a one-to-one can be a bit daunting.

“These experience days will give you a really good idea if rallying is something you are interested in and if you want to take it on, we run one-to-one sessions Tuesday through to Friday, pretty much every week, from 30 minutes up to a full day. If you have been on an experience day before, you know what you were good or bad at and what to work on.”

Car and safety kit

One of the biggest outlays when starting out in Stage Rallying is the car itself. Everyday road cars are fine for StreetCar events like Road Rallying, but an off-road event requires specific safety elements such as a roll cage and four-point harness as a minimum. That means the participants need to source a suitable car.

There are a number of different approaches to this and Andy Price, Chair of Potteries and Newcastle Motor Club, says: “You

can hire cars, but it is a few hundred pounds for a single venue or around £1,000 for a forest event and you also need a trailer, which is another £100-150, as nobody really drives cars to events.

“You could potentially look into sharing the cost of buying a car or offering to buy a share in one that somebody already owns. If you are not clashing on events, you could quite easily club together like that. I also know of Clubs that have bought cars in the past and let members take them out for different events.

“If you do buy one, there are quite a few on the market, so shop around. You also have to be sure you have all the safety requirements such as roll cages, harnesses, fire extinguishers, cut-off switch and electricals, so for a car that is solid and has all you need, you will not have much change out of five or six thousand pounds.

“Getting one that is already prepared is probably the best way to go, but the problem is you do not always know the full history of the car. If you are mechanically minded and can work on it yourself, you can save a bit of money and you also know what it is all about, so you can perhaps have a bit more confidence in it.”

There will always be someone around the Service Park to help you get started



In April 2022 Revolution featured an article about how to buy a race car, and many of the approaches are the same when it comes to Stage Rallying. Most people source one either through word of mouth, their Club or online, either on specialist sites such as Race Trader, Racecars Direct or on eBay or Autotrader.

Banks already had a Road Rallying car, so he took the route of modifying that up to meet Stage Rally specifications. “I had about 60-70 per cent of what I needed already on the Road Rally car,” he said. “I spoke to Harry Hockley Motorsport, explained I only wanted the essential stuff, and it was surprisingly affordable. I did all the shell work myself, got rid of all the rust and fitted a strengthening kit, which was self-explanatory. They were on the phone for any questions then they fitted the roll cage and checked that I had done the right work on the shell.”

Along with the knowledge of the professional engineers, Banks also sought wisdom from family and friends, plus anyone he could find to get the tips and advice on how to ensure the budget-cutting approach was not a corner-cutting approach, and it was all done to the best quality possible. That involved learning quite a few new techniques for himself.

“My dad gave me some good advice at the start,” he recalls. “He said to me ‘do the welding that you will cover up first, then by the end you can do the nice stuff because it will be better with experience.’ Having that guidance within the family was a help, along with the support from the club.

“The best approach is to follow the guidelines in the Motorsport UK Yearbook for safety regulations and also learn from people who have done it before. There are lots of Facebook forums and groups, even ones for specific car models – so, for me it was the Vauxhall Nova Owners Club.

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Five tips on how to save money with sponsorship

You may not think sponsorship would be possible as a start-up Stage Rally competitor, but it is worth seeking out as soon as you can. You might be surprised who is happy to lend a hand in return for a mention on social media or a decal on the car.

Banks was fortunate to have a sponsor right from his Autograss career, and while he admits that getting companies onboard is “probably the hardest thing you will ever do,” he suggests five key things that you should focus on for the best chance of success.

>>> 1. Look close to home

Seek out the companies most local to you that have some relevance to rallying. It is normally local companies that either had an interest in rallying back in the day or do not have a particular interest but want to use it as a marketing offset.

>>> 2. Make your car look good

Your car needs to be something that people look at and think ‘yes, I want my name on that.’ It may seem obvious, but they will not want to be seen on a car that does not look good. I painted my car myself, rather than spend thousands on a paint job, but I make sure that every time I go out the paint is touched up and it looks smart.

>>> 3. Shout about yourself

Use social media as much as you can. I make sure that I update before every event I do because you never know someone might approach you and want to support you. Use it to give appreciation to the people you meet on the way. For some, a mention on social media means much more than a decal on the car.

>>> 4. Do not be afraid to ask

There is no harm in asking, because the worst they ever say is no! Asking someone for sponsorship is not going to be frowned upon, so never be afraid.

>>> 5. It is not all about money

Some people put in a little bit of money but often it is about reducing costs. For example, when Ian Evans rebuilt my gearbox, he made it an affordable rebuild and he now supports me if there is any problem, so I always give him a mention and say thank you.

Support is key in starting out in Rallying and creating a network of useful people and information helps to reduce potential costs. Here are some of the ways Banks benefits from sponsor support:

- Financial sponsorship
- Discounted products
- Technical support
- Helping hands

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There are actually a lot of people out there discussing how to build cars.

“You can also search through Google or Facebook photos to spot different approaches, and the same goes for sold or for-sale car ads. I looked at lots of those to see what they had done. If you do your research, you can avoid having to do things twice, and most motor clubs, even if they only have a few members, usually have a huge support network.

“Local scrutineers can also be helpful. My local scrutineer lives 10 minutes down the road, so halfway through

building the car he popped down to make sure it was being built right. I think most scrutineers would be happy to see someone ask for help instead of just doing it and turning up to a Rally and it be wrong.”

When it comes to kit – such as helmets, race suits and Frontal Head Restraint (FHR) devices – you do not always have to buy brand new. It is possible to hire them, but if you do need to hire the full kit, it will soon add up. This can be useful for a couple of events though, especially if you are still testing out whether you want to fully commit to Stage Rallying.

Starter Championships

There are several dedicated stage rally championships which are setup with the aims of keeping the costs down for all the competitors. The Mini Rally Challenge, Formula 1000, BTRDA Rally First, and the MG3 Rally Championship are four to consider if you want to explore the stage rallying scene in a more controlled environment.

These championships use an exact set of regulations to create a level playing field where car reliability and the skills of the crews can shine through. In doing so, the anticipated costs are easier to predict, but the rallying is just as real and exciting.



BTRDA Rally First



MG3 Rally Championship



Mini Rally Challenge



Formula 1000

Event costs

Once the kit and car costs are out the way, the biggest ongoing outlay is entry fees and associated accommodation and travel costs. As mentioned before, single venue events are cheaper than multi-venues, but even so, the cost of taking part in numerous events over the course of a year can quickly stack up.

Banks says he has “dedicated the year” to Rallying after signing up to participate in the eight-round BTRDA Series. That means giving up holidays and going out with friends to save money, but he has also found that by spending time researching the different options out there, the costs can be reduced.

He has also come to an agreement to split the entry costs with co-driver Kelter, who explains: “If I take away half of the entry fee from him, it at least gives him a little bit of spare cash. If anything, he is doing me more of a favour because without him I would not be going Rallying at all.”

Banks still takes on the full cost of maintaining the car, but Kelter adds that he would happily have a conversation on splitting the bill “if anything goes seriously wrong.” Banks’s family has also come up with an innovative way of saving money on hotels, transport and fuel for travel.

“You have to look at the whole weekend,” Banks explains. “Accommodation is a big cost on multi-venue events because scrutineering is on a Friday so you need two nights and every

Keeping things simple can help manage the costs

B&B puts the prices up when a Rally is in town. Fortunately, my dad and I made a truck years ago and we use that. The car goes in and it sleeps six, so we save a lot of money.

“At some events, like Rallynuts, you can pay for camping at the service in addition to the entry fee. At others, we make sure we speak to the organisers before the event, tell them we have got a motorhome / race truck and ask if can we stay at service. They are normally pretty happy for us to do that.

“You just need to do your research when you are looking at events. The Malcolm Wilson, for example, it was hotels or B&Bs so it was difficult to get hold of one. Everyone is trying to save money, so if there is additional camping or you can stay in a van, you are absolutely winning.”

Another way to cut costs is to reduce the number of people that you take along to the event. While it may be preferable to take some extra pairs of hands to support at the service park, if driver and co-driver can handle all the issues that could come up on an event, a leaner team can offer big savings.

Kelter explains: “In November, I did the Glyn Memorial, and we took a lot of people – driver and navigator, two to work on the car, my mum, dad, and brother – we needed three hotel rooms for two nights. Some people just have a driver and co-driver, maybe one extra. It is a lot more stressful without that assistance, but that is something that you need to weigh up.

>>>>>



“Having the truck, we have started to limit how many vehicles we are taking. Myself and Will now go up in it to save taking an extra vehicle, extra fuel and so on. Over the course of a year, that one tank of fuel extra, eight events in the year, that is quite a lot of money just on putting diesel in a van.”

Running costs

The big-ticket items when it comes to competition – major repairs aside – are fuel and tyres. Tyres will wear quickly, particularly on gravel and loose surfaces, and if you want to be competitive and safe, you will probably use around one set per event. If you are competing in a championship or a number of individual events through the year, that can soon become quite a bill to pay.

As for fuel, depending on the power and fuel consumption of your engine, a single-venue event will likely use a full tank, a multi-venue at least two tanks. When petrol prices change as dramatically as they did last year, that can make a noticeable difference to the outlay required to complete the event.

These two areas are where one of the most difficult compromises comes, as money really does equate to performance. Tyres come at different prices and if you ask a competitor the more expensive choices can make a difference. Likewise, fuel comes at different octane levels, with higher octane giving more performance and protection – but at a higher cost.

“You always want to get the best you can but you have to make careful decisions on what to spend for the best performance,” explains Banks. “I actually entered the 1400C (Bronze Star) class in BTRDA because they put us first on the road, so that reduces the damage on the car, and the lower performance means you will not shred tyres.



Rally cars don't need to be big or powerful to generate fun

“I can normally do about an event and a half on a set of front tyres, then I put the fronts on the back to maximise their use. So that is about 60 miles on the front tyres. That depends on the weather though – if it is hot, they are going to be shredding more – and if I get a puncture, that is a different matter.”

If you hunt around, there are deals to be done and Banks has managed to reduce his costs by entering the MRF Trophy. Open to all BTRDA Rally classes, it is free to sign up and offers discounted tyres and on-site support in return for decals on the car, with the overall winner getting four sets of free tyres and free entries for the following year.

Rally costs

The cost of going Stage Rallying can vary, but the same line items exist across the board. Here is a summary of the expenses you should think about and guideline prices on what to expect on a low-cost approach.

Licence and Training

■ Half-day rally experience	£185
■ BARS Assessment	£195
■ Motorsport UK Go Rallying Pack (includes your first RS Interclub Stage Rally licence)	£104
■ RS National – Stage Rally Licence	£167
■ RS National – Stage Rally (Navigator Only)	£108
■ RS Interclub – Stage Rally Licence	£104
■ RS Interclub (Navigator only)	£74

Car and Safety Equipment

■ Car and modifications	£2,500-£6,000
■ Helmet and race suit	£500-£2,000
■ Annual maintenance	£500-£1,000

Entry Fees

■ Single venue (per event)	£200-£300
■ Multi-venue (per event)	£600-£800

Event Costs

■ Fuel for travel	Varies on location
■ Accommodation (per double room per night, unless camping for free)	£50-£100
■ Fuel (one tank per event)	£80-£160
■ Tyres (one set per event)	£500-£1200



Be prepared to get stuck in and carry out your own servicing to help save on costs

As for fuel, different series have different official suppliers on site, and competitors have a choice between using these services or picking up their own petrol from forecourt stations. The latter is often cheaper, as you can shop around, but the quality can be uncertain and Banks believes a little extra spend in this area is worth it.

“On our events, you either book fuel from Vital Equipment who are usually at service, plan a petrol station on route or have someone carry your own jerrycan. Higher octane fuel is better, but it does come at higher cost. Last year it was probably the same price during the huge spike in petrol costs so [then] it was a no-brainer, but now it is a little bit higher.”

Helping hands

The beauty of Rallying, as with most motorsport, is that it is a very friendly and helpful community. Everyone is keen to encourage newcomers into the sport and happy to field any questions, so to get the best out of a limited budget it is vital to tap into the wealth of knowledge that is available.

There is a huge network online and Banks describes Facebook as “probably the biggest motor club there is” – as not only are there Club pages, but there are also dedicated groups and forums for just about everything. “Everyone is on there and keen to help,” he says. “They love an underdog trying to set up to Rally, because they have been there themselves.”

However, a good Motorsport Club should always be the first point of call, particularly one with a healthy social scene, as members are always keen to support their own. Michael Wilding, who is now Vice President and Competition Secretary at Ludlow Motor Club, joined when he did his first event and has been there ever since.

He suggests: “Go to the local Motor Club where you live, look on their website, look at the chat going on and see who is organising what and when. We have great Club meetings, and we have newcomers come along, mix with people that have been doing it for a while and listen and get involved with banter and conversation.

“It is just a matter of talking. Every meeting we have, we talk about who has done what since the last meeting, telling all sorts of stories, so everybody gets to hear about things that happen out there and pick it up as they go along. We are happy to guide anybody if they just turn up and ask.”

Banks agrees, adding that the benefits from attending a good Club night can be far bigger than you might think. Not only can you find out about the best events and discuss money-saving tips, you can also build up relationships that you can take out on the road, giving you a network of helping hands all the way to service park.

“Every week on a Wednesday we go up to a pub and we normally get between 10-50 members turn up,” he says. “When you are building a car, everyone else has done similar stuff when they started off, so it is good to have that advice. Nobody hides anything from the Motor Club, it is quite an open book.

“As an example, we recently discussed fire extinguishers. There are so many different ones you can buy ranging from £200 to thousands. Having that inside knowledge from people who have already done the research and made the mistakes saves you a lot of money and time. It is the little things like that that can really help your budget.

“Having that community around you also helps when you go out on events. When we go to a Rally, if someone else from the Club is also there we always try to park together at service and help each other out. There is a wealth of experience, and everyone is happy to support each other.

“On my navigator’s first event he was reading pace notes for a forest rally for the first time and four people from our Club were there, Graeme Wood, Noel Murphy, Kevin Booth, Shaun Hughes. They are all previous winners with top teams and they sat down with him for almost three hours going through the notes to reassure him he was doing it right.”

That co-driver, Kelter, has been going to the Club with his dad for years, and for him it is the depth of knowledge that is most impressive. He adds: “It can go right down to getting an insight on a specific corner in a specific forest – and that could end up helping you avoid a mistake and make sure you get back home with a car in one piece.

“The best part of Clubman rallying is that you are all there for the same thing and people will even lend you a spare if it means you can get back out again and give it back later. The support is amazing. I was a nervous wreck for my first event and without the support from people at the Club there is no way I would have done it.”



Loughborough Car Club ran an AutoSOLO at Bicester Heritage for 12 disabled motorsport enthusiasts

Disabled Driver Scholarship awarded for one year of funded Club racing

Loughborough Car Club and Motorsport UK came together to offer a fantastic opportunity for 12 disabled motorsport enthusiasts to get behind the wheel of a specially adapted road car and compete for a year of fully funded Club motorsport. Beating off competition from many other applicants, the selected 12 took to the Bicester Heritage track located next to Motorsport UK's HQ last month to experience a technical AutoSOLO course.

The scholarships were won by Chris Etches and Chris Neesam. The prize was particularly special for both men:

Chris Neesam said: "I raced motocross for 26 years until I got paralysed after an accident last year. I needed to do something to get back out and compete. That's why I came down and it means everything to get the scholarship: it means loads, literally loads. Just from going racing every week to not being able to do anything and now to get this... it's amazing. I'm looking forward to getting out and competing again and enjoying it."

Chris Etches had previously won a scholarship to compete in racing, however his racing was curtailed by an accident. "I was injured three years ago. Just before my accident I had been offered a scholarship to compete with an able-bodied group. I never thought I would get the opportunity



to compete again. It's made my day. But just as important has been seeing everyone else – seeing what's going on for disabled people and that it's possible for them to get back into motorsport and competitive sports. I am looking forward to giving it my best shot and learning about motorsport, what I can do and achieve – it's going to be a good year!"

Participants came from across the UK, from Kent, Mansfield, Oxford, Cambridge and beyond. Demonstrating that motorsport can appeal to everyone, competitors came from a range of professions, including a former Paratrooper and Team GB Paralympian ice hockey player. Last year's winner, Morgan Ashford, was even on hand to show his 14-year-old sister, Madison, the ropes as she competed for the first time.

James Cameron, Chair of Motorsport UK Disabled Committee added: "It is great to be able to help people enjoy the sport, however if you are disabled it is not so obvious how you can get involved. That is why initiatives such as this one set up by Loughborough Car Club are so important. They have been doing this event for such a long time, with such an amazing record of helping disabled people join the sport. Now with the support of Motorsport UK, it's offering more and more people the opportunity to get involved. For those that do, it can create real lasting change to their own lives and to others as well. The social aspect is also huge; it's a great

opportunity for disabled people to speak together, meet other people within the community and hopefully create lifelong bonds."

The two winners can now compete in a series of AutoSOLO and Autotest events. Contested using road cars, competitors take on a simple track layout – usually on tarmac or grass areas such as car parks or smooth fields. It is an ideal first foray into motorsport for those who have never experienced the thrill of car control within a closed road environment.

Revolution wishes them every success in the year ahead.



The winners alongside Richard Egger from Loughborough Motor Club, and Hugh Chambers, Motorsport UK

The drivers' briefing





The Chaplaincy team joining the HSCC meetings this season

HSCC welcomes Chaplaincy to race meetings

Following a successful pilot project at the end of last season, the Historic Sports Car Club (HSCC) has announced that the motorsport chaplaincy team is committed to supporting all its UK events this season.

“The emotional welfare of all who attend our race meetings is an important part of the HSCC ethos,” adds CEO Andy Dee-Crowne. “We were delighted to welcome James and the team to our meetings and look forward to working with them this season. When searching for a collective name they immediately identified themselves as ‘Charlies’ so we knew we were on to a team who could relate to our members...”

The chaplaincy team was first introduced to the members at Silverstone last October, and there was a very positive response to what chaplaincy has to offer those involved in motorsport. Sports chaplaincy is something that is growing across the country in response to the human welfare needs in sport generally, and the recognition that good pastoral and spiritual care makes a difference to those competing.

This initiative is being led by Classic Formula Ford racer and Anglican Priest Revd James Rigby. He previously worked in professional motorsport and now has a heart to support the HSCC community for the future. Whether at elite level or not, everyone has things in life that can impact their enjoyment of the sport, and so the chaplaincy team is there to support when things aren't going well – to encourage when some motivation is needed and inspire everyone to keep looking forward and discover more of what life has to offer.

Over the winter the team has expanded with new members joining, James has also established a partnership with Sports Chaplaincy UK which support chaplains in a whole range of sports including Premier League Football. It provided an excellent training day for the team last month at the Silverstone Innovation Centre and will continue to work with the HSCC to develop chaplaincy in motorsport. The pastoral care is available for everyone whether they have a faith or not.

Kids karting with Club100

Children who are passionate about motorsport now only have to wait until they are just eight years of age to get on track and race at a competitive level, with the second-ever season of Club100 Cadet Championship starting this May.

In the past, the only way for young drivers to make a step up from their local indoor or outdoor rental karting venue was to purchase, race and maintain their own race kart, with all of the associated costs and logistical hurdles that entails.

However, that major purchase hurdle now no longer exists as the new national ‘arrive-and-drive’ high performance kart racing series provides everything – including karts, fuel, tyres – for a £50 registration and an entrance fee of £250 per round.

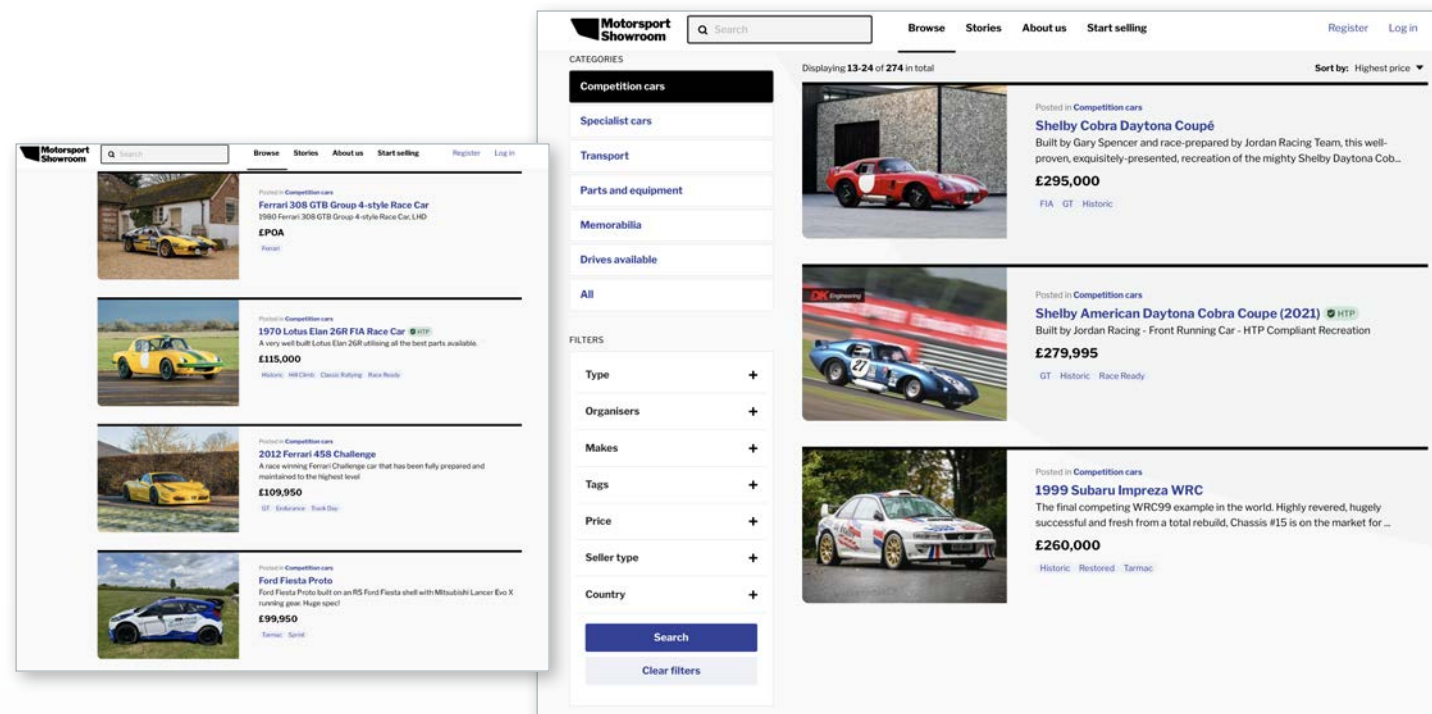
The Championship, which is open to children aged 8-12 years within the minimum height and weight criteria of 125cm / 27kg (including race ware), was quietly launched last season and this year will include two separate Super-Lightweight and Lightweight categories.

It will be hosted across seven outdoor kart circuits in the UK, providing a variety of different challenges for drivers to hone their skills, and has already kicked off with three ‘Academy Days’ in March and April.

Those events gave drivers the opportunity to get to grips with the handling of the kart in a pressure free environment and also formed part of a driver evaluation, where drivers were able to demonstrate competency in safety and awareness.

To find out more about the Club100 Cadet Championship, visit

<https://club100.co.uk/racing/cadet>



Motorsport Showroom is an online marketplace providing enthusiasts and industry professionals with a destination to buy and sell all things motorsport

As an exciting new service, Motorsport Showroom is becoming the place to buy and sell competition cars, equipment, memorabilia, spares, transport, specialist cars, and drives – and all are listed clearly for the benefit of the global motorsport community.

Motorsport Showroom was started by our team of enthusiasts with a wealth of experience across most aspects of the motorsport and automotive industries. That experience translates on to the website, with users benefiting from our expertise and hands-on personal approach, supporting our customers online journey, and helping deliver an intuitive and streamlined experience when searching for specific requirements.

The vision was to create an affordable and easy-to-use platform with simple pricing and clear search and browsing functionality, along with the integration of WhatsApp, ensuring quick and efficient messaging to an industry that demands quick response times. This innovative approach also includes the ability to list

and search for items through narrow criteria, such as what series a competitor may want to compete in.

Motorsport Showroom recently joined the British Rally Championship (BRC) as its Official Online Marketplace for the 2023 season, as the company broadens its reach into the world of top-flight rallying. What better way to show how passionate the team are about the community, than by working with Motorsport UK and the British Rally Championship as a commercial partner. 2023 looks set to be an exciting year for both the BRC and Motorsport Showroom – and everyone is looking forward to The Jim Clark Rally in May and beyond.

In addition to its association with the world of rallying, Motorsport Showroom is closely involved in circuit racing. Recently four-times BTCC Champion Colin Turkington was announced as a Brand Ambassador. There will be updates on his progress during the 2023 season on the Motorsport Showroom website as he bids to claim his fifth British Touring Car title.

Other partnerships also include Championships from some of the many different disciplines of Motorsport – from modern GTs and Touring Cars to the ever-expanding world of Historic Motorsport. Motorsport Showroom is passionate about the Motorsport community, and it is important to us that every stakeholder within the industry sees this platform as platform as a ‘first stop’ whether they are buying, selling, or just browsing. This is a platform for the whole community from rally, hill climb, sprint, race, trials, track days and more and we welcome dealers, collectors, drivers, teams, suppliers, enthusiasts, and all.



Motorsport Showroom look forward to welcoming you to the website, and if you wish to speak to one of the team to see how we can help you further, please contact us at hello@motorsportshowroom.com

Richard Crozier appointed Rallies Assistant for Scotland

Motorsport UK has appointed Richard Crozier, an experienced Rally Co-Driver, Rally Clerk of the Course and Steward, to the part-time role of Rallies Assistant for Scotland.

Crozier commenced his role earlier this month, and reports into Jonathan Jackson, Head of Rallies and Cross Country (see page 56), within the Sporting Department. Jackson joined the organisation in February and is the primary representative for Motorsport UK in relation to all rally and cross country matters, focusing on the strategic direction of Rallying to ensure its long-term sustainability.

Crozier will play a key role in facilitating the success of rallying in the UK, working with Jackson to supporting the rally community and acting as the Motorsport UK representative for Scottish rallying matters.

Furthermore, Crozier's role will involve assisting and developing regulations and the delivery of rally events across the country.

In May 2022, Motorsport UK and Forestry and Land Scotland (FLS) announced a landmark agreement that lays the foundation for rallies and other motorsport events to continue on forestry land in Scotland through to 2030.

Under the agreement, Motorsport UK member clubs can continue to request permission to organise rally and motorsport events and practice sessions on access roads and tracks within the FLS estate. In addition, Motorsport UK will be permitted to carry out training sessions for event officials and marshals.

Access to roads and tracks through Forestry and Land Scotland has been secured until 2030

Within his role, Crozier will liaise with the local agencies and Forestry Liaison Officers to continue the heritage of Scottish rallying events.

Based in Kinross, Scotland, Crozier started karting in 2001 before moving to racing in 2008 for a season ahead of kick starting his rallying journey in 2009. A competitor across local and regional events, he expanded his participation into BTRDA events and was a graduate of the Motorsport UK Academy Co-Driver programme in 2015/16. He competed in the British Rally Championship from 2017-2019 and continues to be an active participant in rallying and autotests.

An active volunteer and organiser, Crozier marshals and stewards in both rally and cross country. He is Clerk of the Course of the Mull Rally and Deputy Clerk of the Course of Ulster International Rally, and has held a number of roles in other events.

On his appointment, he commented, "I'm delighted to be joining the team at Motorsport UK and working in an area of motorsport I am so passionate about. Scottish rallying is steeped in great history and it's important we capitalise on our heritage to ensure a sustainable future for the discipline in Scotland and beyond."



Jakob Ebrey



Revolution - May 2023

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Fuelling Club Motorsport

Mazda and Coryton sustainable fuels have been back in action this month, tackling two StreetCar events with journalists from *AutoExpress* and *evo Magazine*. Alex Ingram took part in an AutoSOLO at former RAF Kemble in Gloucestershire, run by Devizes and District Motor Club, while James Taylor entered the Farnborough District Motor Club's 'April Antics' event at Dalton Barracks, near Abingdon.

Both drivers were running on Coryton's 95-octane mix of sustainable fuel made from agricultural waste products which can run in petrol-powered road cars without the need for any modification. In his write-up for *AutoExpress*, Ingram notes that during the competition the car, and the sustainable fuel, performed exactly as if it were running on regular pump-sourced petrol, and that the average mpg for the trip – including the day's driving on the AutoSOLO course – was in the high-forties.

Writing in *evo Magazine*, James Ingram remarked: "Sitting in the queue for my first run, the Mazda's in-line four idles and sounds no different to how it felt on V-Power on the way here. It feels no different at higher revs too."

"It's been a safe and genuinely exciting way to explore the MX-5's limits and limber agility, and to try to learn a different type of driving. I've barely given a thought to the fuel that's made the car's wheels turn throughout the day."



Mazda / Matt Jospier

Russell Batchelor



Vettel brings 'Race without Trace' to Goodwood

Goodwood has announced that four-time Formula 1 World Champion Sebastian Vettel is attending this year's Festival of Speed.

Vettel will take to the Goodwood Hill in a number of cars from his personal collection, including his ex-Nigel Mansell 1992 Williams FW14B and ex-Ayrton Senna 1993 McLaren MP4/8.

Vettel launched his alternative fuels campaign 'Race without Trace' at the 2022 British Grand Prix, driving the iconic Williams FW14B – Nigel Mansell's "Red Five Single-Seater" World Championship car – fuelled only with e-fuels.

The Festival of Speed continues to champion the future of mobility and automotive technology and supports Sebastian Vettel's wish to only drive cars running on synthetic fuel at the event. At the 2023 Festival of Speed, approximately 20 per cent of the vehicles will run on alternative fuels – whether that's hydrogen, electric or synthetic.

Autosport offer for Motorsport UK members

Motorsport UK and *Autosport* are teaming up to provide another special member benefit

Autosport magazine has been providing weekly in-depth coverage of international and British motorsport since 1950 and you will now be able to access each issue for free.

From June, for a three-month trial period, a digital version of *Autosport* magazine will be available **free** via the Motorsport UK Member Benefits Portal each Thursday. That means you will be able to read all the latest news, reports, opinions, and interviews on the same day *Autosport* is available to subscribers and in the shops.

“British motorsport, including the varied and vibrant club scene, has been an important part of Autosport’s remit from the very start,” said Chief Editor Kevin Turner. “Motorsport UK has been working hard in recent years to provide many benefits to its members and licence holders, and we are very pleased to be part of that in 2023. Hopefully this is a relationship we can develop in the future.”

Autosport, which also produces podcasts and videos that appear on autosport.com, covers a wider variety of motorsport, from Formula 1 and Le Mans to grassroots club competition. The National section includes news and opinions from many of the categories in which our members compete or are involved.



Ray Sumner honoured

Recently the north west Clerks from both BRSCC and BARC gathered together for an informal evening and thanked Motorsport UK Steward and long-serving Clerk of the Course Raymond Sumner for all his support and efforts in steering them all in the right direction on their motorsport journey.



Raymond Sumner received this trophy for his services to motorsport in the north west



CLASSIC
GRAND TOURING



GT Classic: The Ultimate Touring and Competition Event

The GT Classic promises to be an amazing experience for those who are passionate about touring and competing

Running from the 2nd to the 9th of October, the GT Classic takes participants through some of the UK's most breathtaking roads accompanied with overnight stays in some of the best luxury hotels.

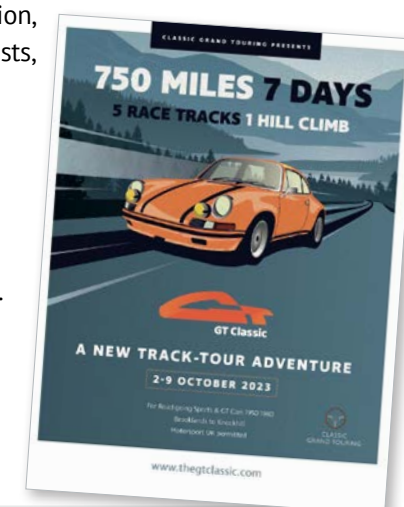
Open to road going Sports and GT cars from 1950 to 1980, participants will visit five different motorsport venues, where they will participate in a timed competition. Starting at the historic Brooklands Motor Circuit in Surrey, the route includes Thruxton and Mallory Park circuits, before moving on to Harewood Hill Climb in West Yorkshire. The race tour travels through the Cotswolds, the Yorkshire Dales, and the Pennines, before visiting the Jim Clark Museum on route to Ingliston circuit near Edinburgh and concluding at Knockhill. The final night will be celebrated with a Gala Dinner at the prestigious Gleneagles Hotel in Scotland.

Participants will be provided with four- and five-star accommodation along the way, and all competitions will be conducted under the guidance and permit of Motorsport UK. Each venue will have a competitive element, with all times compiled to provide an overall standing for the entire event.

A variety of Sprints, Hill Climbs, and AutoSOLOs will form the competitive aspects of the event, offering a mix of fun and serious competition. For those who wish to participate in the tour section, there will be speed tests available without competing against the clock for overall honours.

The event is carefully balanced to provide a mix of road driving, track events, and downtime for socialising and relaxation. The entry fee includes accommodation, meals, entry to venues, speed tests, roadbook, timing, marshals, and medical support.

GT Classic is a must-attend event for car enthusiasts and those who appreciate the beauty of the UK's countryside. With a range of competitive disciplines and stunning routes, the event promises a truly memorable experience.



For further details and to register your car and driver, see www.thegtclassic.com or email the team on info@classicgt.co.uk



Race for the UK in the Northern European Esports Masters

This all-new competition for 2023 features seven European nations going head-to-head for the remainder of the year through seven rounds of racing. The competition is split into two parts – the Online Time-Trial and the Clash of Nations Race, these are both open to anyone using the iRacing platform.

For each phase drivers will score points in the National Drivers' Championship, and also points for the UK in the Overall Nations' Championship. After each time-trial phase is completed, all drivers will be split into tiers based on their lap times, meaning that all entrants will score points for their championship and their country, regardless of overall skill level or iRating.

The top two from each country in each tier progresses to the Clash of Nations race which is broadcast each month, and the combined results of the two drivers from each country goes towards the championship tables. To get all the information and to sign up to race visit <https://neem.gg>

This is the first opportunity for all iRacing drivers from the UK to represent and score points for their country in an international competition. It is free to enter, but to be eligible all competitors must have a Motorsport UK Esports Membership, and you will be asked for your membership number when registering for the competition. If you do not already have an esports membership, visit the esports website to register today:
<https://esports.motorsportuk.org/membership/>



Click [HERE](#) to visit the Esports Hub and sign up for a Motorsport UK Esports membership

TS SERIES OLYMPIC ESPORTS SERIES OLYMPIC

Olympic Esports Series 2023 Motor Sport Event
Online Qualifiers Time Trial

Provisional Results



CANDIDATES FOR THE OLYMPIC ESPORTS FINALS 2023

Top 10

* Max 1 person per country/territory, excluding Singapore.

1	Italy	G. Mangano (LUA_Gio)	1'14.746
2	France	K. Drumont (R8G_Kyllian19)	1'14.776
3	Brazil	A. Carrazza (Didico15)	1'14.809
4	Netherlands	R8G_Kajracer	1'14.822
5	United Kingdom	W. Murdoch (WillMurdoch)	1'14.831
6	Spain	J. Serrano (TDG_JOSETE)	1'14.841
7	Japan	ttg-usk_	1'14.843
8	Chile	A. Inostroza (YASHEAT_Loyrot)	1'14.850
9	Hungary	IGTSH_Szoty142x	1'14.859
10	Lebanon	YASHEAT_PREZ	1'14.918

Singapore

* The selection process for the Singaporean Finalist is set out on the website of Motorsport Singapore.
<https://tinyurl.com/OESSGQ-2023>

1	Singapore	FL_AleefHamilton	1'15.116
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* Pursuant to the Terms and Conditions, each candidate's eligibility to attend the Finals will be checked by the International Olympic Committee and the Federation Internationale de l'Automobile ("FIA")

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The provisional results for the Olympic Esports Series qualifiers have been announced. Congratulations to British driver Will Murdoch who has qualified in 5th place – and will be representing Great Britain in World Finals which will be held in Singapore this June.

Motorsport UK Esports Hot Lap Challenge – Winners

- **1st place:** Harry Spiers.
Prize: Four hospitality tickets to a round of the 2023 British GT Championship, plus a ButtKicker Gamer Pro.
- **2nd place:** Leyton Austin.
Prize: Two hospitality tickets to a round of the 2023 British GT Championship, plus a ButtKicker Gamer Pro.
- **3rd place:** Richard Jepp.
Prize: A pair of customised IMB Racewear V2 NO LIMITS gloves.

Thanks to the prize partners, ButtKicker and IMB Racewear for supporting this series.

Kart Hot Lap Challenge – Winners

- 1st Hady Mimassi
- 2nd Remy Gilbert
- 3rd Archie Heron

Join our
 **Discord**
server



Motorsport UK Esports has launched its first ever Discord Server.

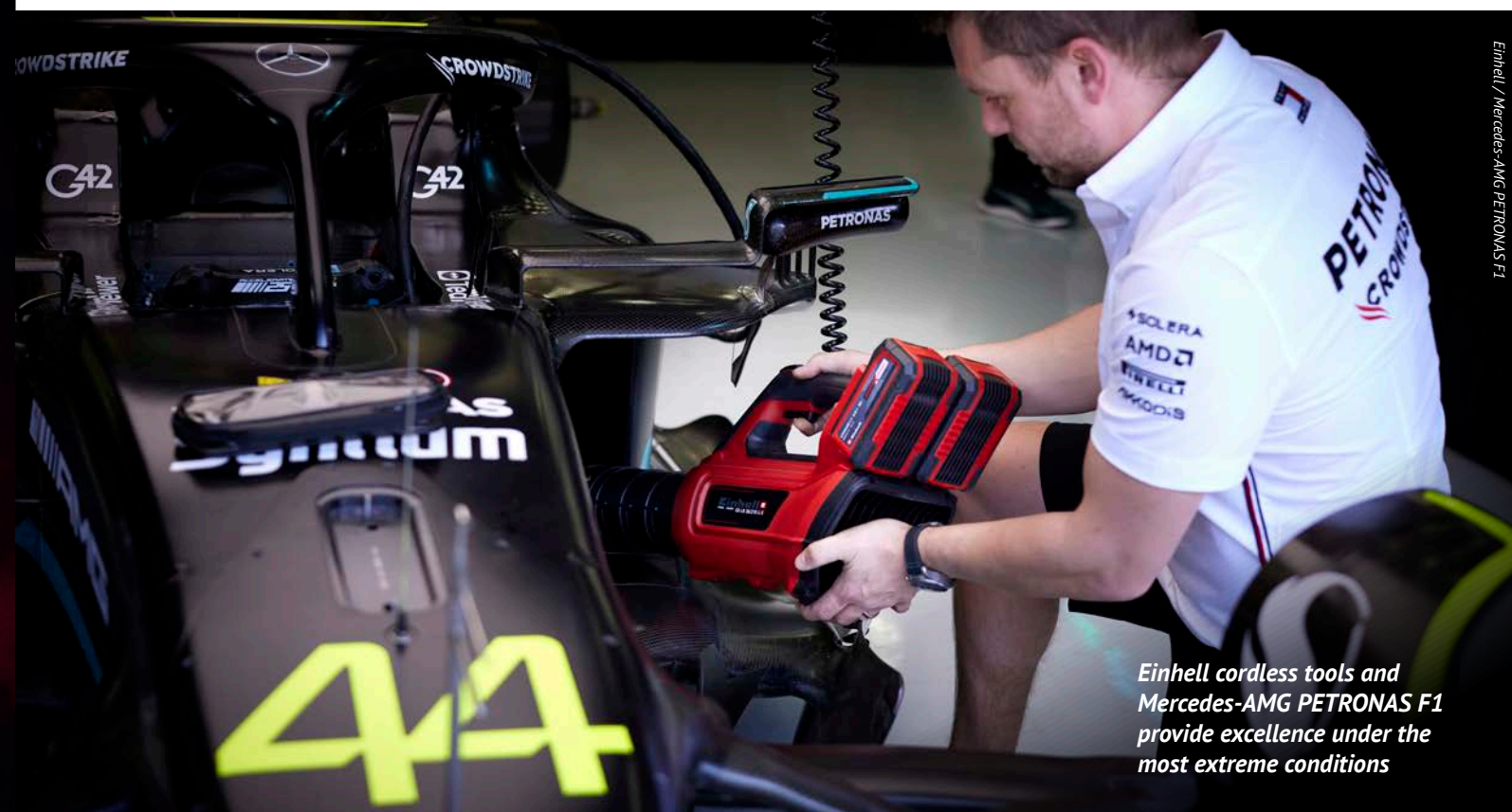
Discord is the industry standard when it comes to building an online racing community and sharing information. Within the Motorsport UK Discord server users will receive announcements regarding upcoming events, notifications from Motorsport UK-recommended communities, and the opportunity to chat and discuss esports and real-world motorsport with other competitors and fans. Click the banner to register now.

**TWO PARTNERS. ONE MISSION.
MAXIMUM PERFORMANCE.**



**EINHELL IS PROUD PARTNER OF
MERCEDES-AMG PETRONAS F1 TEAM.**

Official Tool Expert



Einhell cordless tools and Mercedes-AMG PETRONAS F1 provide excellence under the most extreme conditions

A Perfect Match

Einhell and Mercedes-AMG PETRONAS F1 Team have formed a partnership of excellence

As a leading manufacturer of state-of-the-art cordless power tools and garden equipment, Einhell Germany AG is forging a legacy of success and bringing together two brands synonymous with technical excellence.

“Our success comes especially from our team spirit, our dynamism, and a clear, bold goal in mind,” reveals Andreas Kroiss, CEO of Einhell Germany AG. “As visionaries in the DIY industry, we think big. This is why the partnership with the Mercedes-AMG PETRONAS F1 Team is a strategic step for us towards our goal of becoming an international market and technology leader in battery-powered tools for the home and garden.”

The sport of Formula 1 and the Mercedes-AMG PETRONAS F1 Team are a true symbol for quality, top performance, and endurance, as well as technological innovation. It is exactly these traits that also characterise Einhell’s batteries and tools. Both Einhell and the Mercedes-AMG PETRONAS F1 Team use only the best components and the most intelligent and efficient systems. “We are proud to support

the most successful Formula 1 racing team of the past ten years with our battery-powered tools as ‘Official Tool Expert’ and to demonstrate our cordless excellence under the most extreme conditions”, says Kroiss.

In addition to their common traits, Einhell and the Mercedes-AMG PETRONAS F1 Team also share the same mindset. “We are delighted to partner with Einhell, who join us as our ‘Official Tool Expert’”, says Toto Wolff, Team Principal and CEO of the Mercedes-AMG PETRONAS F1 Team. “They are consistently setting new standards in their industry with the constant development of their battery technology. By using Einhell’s battery-powered tools and equipment, we benefit from the latest technology for maximum performance.

While Einhell’s cordless tools provide the racing team’s workshop with a new level of untethered freedom, the partnership is also visible by the branding on the drivers’ and team uniform. In addition, Einhell’s logo proudly adorn the racing cars of the Mercedes-AMG PETRONAS F1 Team.

Craig Breen

Motorsport UK was deeply saddened to hear of the loss of Craig Breen in a tragic accident while testing for Rally Croatia last month. Irishman Craig was a hugely popular member of the rallying family and a brilliant, fierce competitor. His promise was evident with well-deserved success across the British Rally Championship and international top-flight rallying.

“Craig was a gentleman of the sport”, adds Rallies Committee Chairman Nicky Moffitt, “and while clearly an ambassador for everything that was precious to him from Ireland, he was always a young man with a deep passion for rallying in all its forms – from grassroots through to the World Rally Championship.

With a humility which few can compare, and a desire help younger competitors, it is clear that Craig was a generous contributor to everyone in the sport. Craig was a hero to many, but to everyone he was just a much-loved competitor who lived for his sport.”

In Croatia, Craig’s team, Hyundai Motorsport, were joined by the entire WRC community on Thursday before the event, to reflect on his life and passion for rallying, alongside his close friends and co-driver James. As a mark of respect for a much-loved colleague, the Hyundai team competed in Croatia with a special livery in the colours of the Irish flag.

Podium formalities were rightfully subdued, and the winning crew held the Irish flag as the national anthem of Ireland was played, followed by a moment’s silence.

Craig will be sorely missed. All at Motorsport UK join the rally community in extending our sincerest condolences to his family and friends.

Craig Breen was remembered on the podium at Rally Croatia



2012 Ulster Rally



TOR WRT



Breen competing in the 2023 FIA European Rally Championship in Fafe, Portugal

RedBull Content Pool

Casting Call for F1 movie

Have you ever fancied being an extra in a major film production? If so, this could be your chance to shine!

Two 10 Casting is seeking men and women, particularly those aged between 18-65 with an interest in cars and motorsport, to work on a major feature film set around Formula 1. Previous



experience on a film set is not necessary, all roles are paid, and the type of roles available will be the likes of mechanics, drivers, engineers, and various other participants within the world of motorsport.

This is an amazing opportunity to work on set and to be part of a very special production. Filming will take place in Northamptonshire during Summer 2023. If selected by the Director, it is likely that you will only be needed for a few days within this period making working as an ‘extra’ easy to fit in alongside other commitments.

To be considered for a role, you must first make a profile on the Two 10 Casting website. The process is free and only takes a couple of minutes. Once you have created your profile, Two 10 Casting will be in touch with further information and to check your availability for specific roles and dates. When applying, please select ‘Two10 Summer 2023’ and if you have time, please also flag on your profile as many skills as applicable. www.two10casting.com/apply

Win one of five pairs of tickets to Bicester Flywheel

Flywheel lands back at Bicester Heritage on 17th-18th June for the first time since 2018, a festival of automotive and aviation for all the family to help celebrate 10 years of historic motoring at the Bicester Heritage site.

A celebration of wings, wheels and motion, Flywheel includes fly-ins from vintage aircraft and live action from a curated collection of cars and historic vehicles.

Motorsport UK is offering members the chance to win one of five pairs of tickets to Bicester FlyWheel. To enter, simply answer the question below:

What anniversary is Bicester Heritage celebrating in 2023?

Please email your answer to revolution@motorsportuk.org with ‘FlyWheel’ as the subject line. Entries close midnight on Friday 2nd June. For full Terms and Conditions, see www.motorsportuk.org/competition-terms-conditions

FLYWHEEL



KartSim will attend several Motorsport UK karting events this year, so be sure to check out its simulators. KartSim specialises in providing the high-quality kart simulators and the most realistic kart simulation software for the Karting industry. All Karting Licence holders can book a free 90-minute session through the Motorsport UK member benefits site.

<https://memberbenefits.motorsportuk.org>

Halfords Special Offer

Motorsport UK members can receive 15 per cent off selected touring products, as well as an eight per cent discount at Halfords, both in-store and online. Halfords has over 460 stores nationwide offering more than 15,000 different product lines, from car parts and cycles through to the latest in-car technology, child seats, roof boxes and outdoor leisure and camping equipment. To redeem your discount, simply login to the Motorsport UK Member Benefits portal to claim your voucher.



15% OFF Selected* Touring Products

halfords discount

Motorsport gifts for Father's Day

Here at Motorsport UK we have some great gift ideas for you to share this Father's Day

Nextbase Dash Cams

Nextbase is leading the way in innovation. Designed in the UK, its range of award-winning Dash Cams provide customers with the latest technology at their fingertips. Motorsport UK members can get 15 per cent off a new Dash Cam at www.nextbase.com



Cotswold Outdoor

For almost 50 years, Cotswold Outdoor has been helping people to discover the great outdoors by offering quality clothing, equipment, and accessories from the very best outdoor brands. When it comes to the outdoors, the friendly, passionate, and knowledgeable in-store experts have helped cement their reputation as unrivalled providers of advice that is born from experience. Motorsport UK members can get a discount off purchases – visit the Members Portal to find out more. <https://memberbenefits.motorsportuk.org>



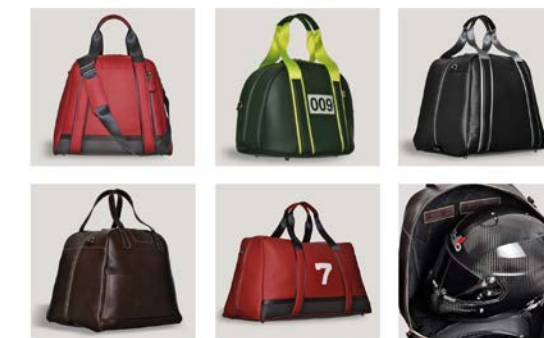
Omologato LMR Black Edition

The Omologato LMR Black Edition is a Father's Day gift that lasts a lifetime. Assembled to celebrate the legendary 24hrs of Le Mans, the Omologato LMR Black Edition is the perfect gift for a father proud to show his passion for motorsport in everyday life. Designed in England. Raced Worldwide.

www.omologatowatches.com/le-mans-racing-black-edition



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Jordan Bespoke

Corporate Automotive and Motorsport luxury leather goods handcrafted in Italy. Jordan Bespoke provides a superior service and beautiful detailed items manufactured with passion on a wholesale, white label basis. <https://jordanbespoke.com>



Garmin Catalyst

Garmin Catalyst™ is an industry-first racing coach and driving performance optimiser that's changing the world of motorsports. It mounts in the cockpit to gather your performance data and provide real-time audible coaching. Immediate session analysis helps drivers of all levels achieve their full track driving potential. www.garmin.com

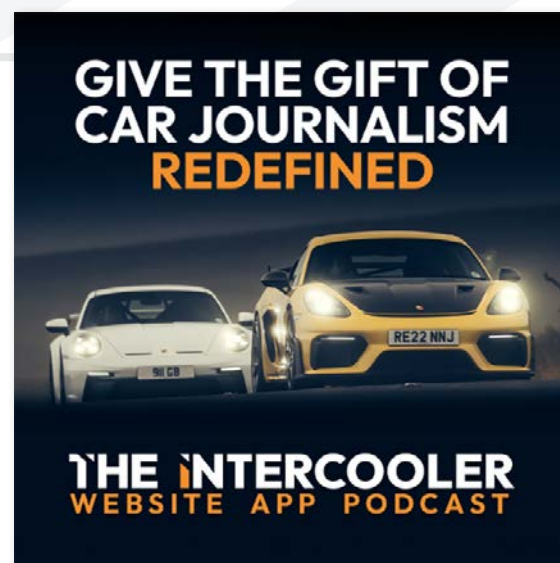
Power Maxed Classic

The PM Classic range has been specifically formulated with no harsh chemicals to care for your classic vehicle and will help to restore and rejuvenate your pride and joy. PM Classic gives results that you would expect from a professional valeting product but is gentle on aged paintwork. This PM Classic bucket contains the full range of products for looking after your classic. www.powermaxed.com



Sealey Tools

Sealey has all the tools for a constructive Father's Day with its 3 Drawer American Pro Portable Tool Chest. Featuring ball-bearing slides and a 93-piece tool kit, this fully loaded package includes: Aluminium penlight, pliers, adjustable wrench, hex keys, hacksaw, soft-grip screwdriver set, metric combination spanner set, and a ratchet screwdriver socket and bit set. <https://bit.ly/SealeyAP9243BBCOMBO>



The Intercooler magazine

Give your petrolhead dad a Father's Day gift he will remember for all the right reasons. The Intercooler provides the finest writing from the best writers every working day. Motorsport UK members get 10 per cent off a new subscription at www.the-intercooler.com/gift

evo magazine

evo is a global monthly magazine for performance cars featuring stunning photography, exhilarating track tests and unmatched technical writing from the best in the business. A pure celebration of supercars, evo puts the reader behind the wheel of the world's greatest drivers' cars. From the latest performance models to yesterday's heroes and today's icons, evo celebrates the thrill of driving like no other car magazine. www.evo.co.uk



Get Started in Motorsport

Give the gift of motorsport. Motorsport UK Go Karting, Go Racing and Go Rallying Starter Packs are the first step in getting behind the wheel. Packs include an instructional film, digital copy of the Motorsport UK Yearbook, plus all the information you, or your dad, need to get started. www.shop.motorsportuk.org



BOXING CLEVER

Revolution reunites with three racing rookies after they took on the opening round of the Porsche Club Motorsport's Boxster Cup

Team-mates, Zoe Kyle-Henney, Sarah Wood and Jess Wilkinson began their first season of racing at Donington Park last month

Just last month *Revolution* was introduced to three women who entered the Porsche Club Motorsport Boxster Cup to experience racing for the first time. The Boxster Cup is a new series set up to allow new drivers to get behind the wheel of a Porsche at a level that is competitive, accessible, and fun. In the opening race of the season a quarter of the grid was made up of female drivers.

The Boxster is the entry level Porsche, introduced to the UK in 1996 with the performance-driven S 3.2 following a few years later. The Boxster is rated by many as one of the most fun in the range to drive and the new series promises to be highly competitive, with a field filled with identical Boxster S 3.2 machines from between 1999 and 2004.

>>>>>

Jessica Wilkinson enjoyed taking Craner Curves flat-out

Following in the footsteps of the successful Restoracing series, which celebrated the 20th anniversary of the 986 Boxster in a dedicated three-round championship, the new Boxster Cup is much bigger, running over seven races, and involves many drivers competing for the first time.

Three of the women on the grid are racing as team-mates in cars prepared by Sussex-based specialist SW Engineering. Sarah Wood was the first to start her motorsport journey and was followed by Jess Wilkinson. Zoe Kyle-Henney, the third generation Kyle-Henney in motorsport, then signed-up to continue her family's Porsche racing dynasty. In doing so, Kyle-Henney has been passed the Club level racing torch from brother Matt, who is following his father's tracks and has stepped up to Porsche GB competition in this year's Sprint Challenge GB.

The Boxster Cup season takes in rounds at UK circuits including Brands Hatch, Anglesey, Oulton Park, Silverstone, and Snetterton, and it got off to an exciting start at Donington Park in April, where all three SW Engineering team-mates made it to the chequered flag in their debut race.

Although a happy coincidence, the all-female team at SW Engineering are paving the way for women in motorsport. Here the three newcomers share how they got involved and what it felt like after their first time racing on track.

What made you want to get into motorsport?

Jess Wilkinson: I am Canadian and moved to the UK in late 2019. To be honest, I did not even know motorsport was something that people did recreationally until I met my

partner! He had been doing track days for many years, so I joined him for my first track day at Goodwood in the summer of 2021 and I loved it. I am quite a competitive person and I used to show horses in Canada but gave it up when I moved to the UK. I missed having some element of competition in my life, and now racing scratches that itch.

Sarah Wood: I used to spend a lot of time watching motorsport as a child, particularly at small club events with my dad. I have always wanted to have a go but it is only in the last couple of years that I realised I could actually turn a childhood dream into reality.

Zoe Kyle-Henney: I played a lot of sports when I was younger and love the competition. My mum, dad and brother have raced Porsches and I spent a lot of time at the racetrack. It is such an exciting sport, and now it's my turn!

What experience did you have before joining the Boxster Cup?

JW: Very little! I started getting instruction from Chris Dymond at the beginning of 2022 and went to quite a few RMA track days with my Porsche Cayman 981.

SW: This is my first racing experience but I spent several days last year having some coaching with Harry Mailer, who is not only an amazing driver but also the most patient man alive!

ZKH: Not very much. I have just finished my degree, so I had only done a bit of karting – I did get to test a Cayman GT4 at Thruxton with WEC superstar Ben Barker coaching me recently, though!

>>>>>



What made you want to do the Boxster Cup and how did you get involved?

JW: My partner started racing in GT Cup last year and the Boxster Cup was a support race. I watched a few of the races and it seemed like a fun environment for beginners – so I thought I would like to give it a go.

SW: The Boxster Cup appealed to me because all the cars are the same and there is, within reason, some budgetary control, with only two sets of tyres allowed each season. I also liked the fact there were already women competing in it – Sarah Thomson and Faye Noble-Evans – and it was the fantastic team at SW Engineering who helped me to get involved.

ZKH: My brother, Matt, won the Porsche Club Championship. He had a lot of fun in the Boxster and learnt very quickly, so it seemed the best way to start.

Zoe Kyle-Henney is continuing her family's Porsche racing history

What did you do to get race ready and how did the team help you?

JW: I have tried to keep physically fit, so I am race ready, and I also spend time in the simulator, learning the tracks. I only made the decision to jump into the Boxster Cup in March, so it has been a rush to get the car built. SW Engineering has been incredible, not only building the car but helping me navigate the admin of getting into the championship.

SW: The car was built and prepared over the winter in time for a couple of (very wet!) test days at Donington, so that was my preparation ahead of the first race.

ZKH: I was able to get a few tips from the family and I have been keeping myself fit. However, without any experience I have relied a lot on the team to give me the best car and teach me about racing.

Name the best and worst thing about each of your team-mates?

JW: Zoe is brilliant. She is an expert in biomedical material science and is starting what I suspect will be a prolific career. She has been around motorsport for a long time, through her brother and dad, and I love how the entire family supports each other. Sarah is my hero. She is the only one in her family to get into racing and I love that she has independently decided to have a go – it takes bravery to do something new. The worst part about both is that they will probably beat me!

SW: Oh gosh...! The best about Jess is her sense of humour and determination; the worst is that she is clearly going to beat me! The best about Zoe is her clear ambition; the worst is her love of Dolly Parton!

ZKH: It is all good! I am very excited to see how we all do this season.

>>>>>

Porsche Performance

Sussex-based Porsche specialist SW Engineering was co-founded and is still owned by Ellie Bartley and Stuart Wallace. The pair met in 2015 while working for Parr Motorsport, running Pete Kyle-Henney in Porsche Carrera Cup GB. They have combined Wallace's mechanical knowledge with Bartley's PR and marketing experience to fulfil their lifelong passions for motorsport and running their own businesses.

The team made its racing debut in 2017 in the Porsche Club Championship with Andy Muggeridge and since then it has grown exponentially. In 2019, Wallace built a Porsche Boxster and ran Matt Kyle-Henney, son of Porsche Cup driver Peter Kyle-Henney, in a livery matching that of the Carrera Cup car his father drove at Le Mans.

The 2021 season ended up as the team's most successful year to date when, in a super-soggy season-finale at Snetterton, Kyle-Henney battled through the rain to secure the Class 2 title and the overall Championship crown, while SW Engineering secured the Teams' Championship. Midway through 2022, new foundations were laid for SW's first all-female drivers' team.





What makes you work well together as a team?

JW: It is early days and we are all still figuring this out together and supporting one another as we learn, so it is hard to say right now.

SW: It is not what, but who. That, without doubt, is Ellie, the co-owner of SW Engineering. She is the one who has brought us all together and has managed to engender a team spirit amongst us after only one race.

ZKH: We are all used to working in teams outside of racing and we all want to do well, so that is pushing us all on together.

Is there anything unique about being in an all-woman team?

JW: Erm, we probably have the best skincare regimen!

SW: I think so, yes. There is a sense that we are all in this together as novice drivers and first-time racers to, quite simply, have a go.

ZKH: It is bringing some press attention, but the team is not just about the all-female driver line-up; there are plenty of men helping us get the best out of the cars and ourselves. It is nice that we are all new to racing, so we can learn from one another.

What is the car like to drive compared to others you have driven?

JW: It is a bit slower than my Porsche Cayman 981 track car, but the handling is similar. Boxsters inspire a lot of confidence; they are not the most powerful of cars, but they are predictable and responsive.

SW: It feels like it wants to be told what to do and will punish you if you do not take sufficient control of it! But, when you do, everything is perfectly balanced and feels great.

ZKH: The full race-prepared Cayman GT4 on slicks was an unbelievable car to drive; the Boxster is more basic, but has required a lot more thinking to drive.

How tough is the competition?

JW: Any competition is tough, but I feel like this is a very supportive grid. It is geared towards novices and helping people get into motorsport in a non-intimidating environment. The Porsche Club is a very friendly environment.

SW: Very!

ZKH: Although I would like to win, I know that this is a learning year so I am more focused on improving. But it feels competitive already.



The Kyle-Henney family of racers: Peter (left), Zoe (centre), Matt (right)

What was your biggest fear ahead of your first race and how did you overcome it?

JW: I was most nervous about stalling the car in a standing start. Ultimately, I managed not to, but it was a bit messy! Overall, the biggest fear is just not knowing what to expect when you do something for the first time. It helped that the team was very good, communicating how things worked and what was required of us at every step.

SW: I was terrified of making a mistake and causing a red flag that would then ruin everyone else's race. I did not really overcome that fear, so I need to work on that before the next race meeting.

ZKH: Not stalling on the grid. I got lucky!

What was your most amazing experience from the first race?

JW: That I was finally brave enough to be flat-out through the Craner Curves! That has always been a psychological barrier for me since I started driving at Donington Park.

SW: A genuine sense of achievement at having completed the race and got to the finish with both the car and me intact!

ZKH: Overtaking down Craner Curves and seeing the chequered flag. I now feel like a racing driver!

What are your personal ambitions for the future?

JW: Right now, I am focused on improving every time I am in the car. I am still in learning mode when it comes to motorsport, but I am getting an education on what other series and opportunities are available – so stay tuned!

SW: My aim is to become more competitive and, slowly, work my way up through the positions.

ZKH: Racing at Le Mans. I have been there twice watching my dad. Walking around at night with all the fans and the noise, this would be fantastic. I hope one day I will make it there.

>>>>>



Inside the SW Engineering awning



How is the experience of being a woman in the paddock?

JW: I have always worked in male-dominated industries, so I am used to being one of few women. So far, I have found everyone in motorsport to be supportive. Conversations about gender and racial diversity are starting to happen at every level of the sport, which is an important first step.

SW: It has been a refreshing experience, as everybody has been so welcoming and supportive.

ZKH: I see so many women in the paddock and there are five of us on the grid – that is actually about a quarter of the drivers! Everyone has treated and helped me achieve the first step – to be a racing driver, even though I have only done two races.

What one thing do you wish you had done before your first track race?

JW: I wish I had spent more time in the gym and more time in the simulator. The last eight months have been quite intense for me at work, so I am trying to reset and re-introduce healthier habits in my life.

SW: I wish I had spent more time reviewing the in-car footage from my practice days to help remind me what I should be doing!

ZKH: I wish I had done a proper seat fitting, as I could only just reach the pedals!

Motorsport is about improving your performance; how do you plan to do that?

JW: Learn from the team and my team-mates to be the best version of myself.

SW: Try not to run before I can walk and slowly build up my confidence.

ZKH: Compare my data and video against someone who knows how to get the most from the car. I know I will learn quickly when I can compare what I have done with what someone else has – it is the scientist in me!

What three tips would you give someone wanting to do their first track race?

JW: Stay physically and mentally fit because this is a demanding sport; get some instruction if you can, because coaches can help accelerate the learning process and prevent you from developing bad habits; and build a community and strong support system, as you literally cannot do it alone – so get the support of people you trust and enjoy spending time with.

SW: Find yourself a driver coach, build a supportive team and do not let others talk you out of it.

ZKH: Go testing, keep fit and remember the nerves go when you are out there driving. 🌀

INTRODUCING JONATHAN JACKSON

As the new Head of Rallies and Cross Country here at Motorsport UK, *Revolution* asked Jonathan Jackson to tell us a little about himself

First of all – hello! – it's a great privilege to be writing this piece as Head of Rallies and Cross Country. I have now had a couple of months in the role, and I feel like I am finding my feet here at Motorsport UK HQ. Many of those who know me already, will know that I am a lifelong Rally fan. It has been a passion (some might say obsession!) of mine for as long as I can remember. If you had told my younger self that he would one day head up the sport within the governing body, he simply wouldn't have believed you. But that obsession doesn't just stop with Rallying – if it has an engine and wheels then I have an interest, so to also be heading up the Cross Country community is an honour, and I can't wait to work a lot closer with such an enthusiastic community going forward – but more on that later.

My interest in Motorsport has been heavily influenced by both my dad and my Grandad. My Grandad was a class winner at a Sprint held at Brands Hatch in the 50's/60's in his Frogeye Sprite. My Dad dabbled with co-driving in the very early 1990's, before moving into organisational and safety roles – he has been Event Safety Officer for the Cambrian Rally since the early 2000's and is now a Safety Delegate; with my brother also on Rallies Committee, it's a real family affair! For me, though, my motorsport life began on the Cambrian Rally in 1994 when I was taken to watch the event for the first time. To give you an idea of the anorak you're dealing with here, I could take you to that very corner in Alwen Forest today!

My childhood was spent attending events with my dad, while he was undertaking Radio duties, watching my heroes in the Welsh forests at the height of the Formula 2 era of the British Rally Championship – it's little wonder I became so hooked!

>>>>>



On route to their first International victory at the Ulster Rally 2022



Tackling the 2019 BRC in a Hyundai i20 R5

After many years marshalling, I competed in my first event at Blyton Airfield in November 2010. From there I have been very lucky to work my way up through the sport, beginning in Formula 1000 and BTRDA Rally First with the sole target of getting as much experience as I possibly could. Moving from there, I contested the BRC Challenge & Fiesta Sport Challenge in 2013, culminating in making my WRC debut on Wales Rally GB at the end of that year.

In 2014 I joined forces with Meirion Evans who I still sit alongside nine years later. We have been very fortunate to be able to compete across the UK and Ireland, in the British and Irish Rally Championships, but also in Belgium and France, where we joined the hotly contested 208 Cup in 2018 – this experience ranks among the highpoints of my career. The opportunity it gave me to expand my International Rallying knowledge is still proving beneficial today.

In August of 2022 Evans and I took our first International victory on the Ulster Rally. Throughout our career together, we have invested a significant amount of time in ourselves as a crew to progress through the sport as best as we could. To take an International victory in the Irish Tarmac Championship was the ultimate reward for all those years of hard work. We then followed that up with another win in Galway this year – an amazing season so far.

Intertwined with my own Motorsport career, I have supported the Junior 1000 Rally Championship – a fantastic series which allows drivers to get into the sport from 14 years of age. It really is a great opportunity for young drivers, but also for us more 'experienced' competitors to help the future of our sport as best as we can. During my time, I have sat with the likes of George Lepley, Finlay Retson and latterly Iain Lloyd – who is now making great strides through the sport. It is very rewarding seeing the drivers you've sat with progress, knowing you've helped them in a small way; I'd highly recommend any co-driver to get involved and help these youngsters on their path.

Work in progress

In the UK, we are very lucky to have such an enthusiastic Rallying and Cross Country community – who are extremely passionate about their respective disciplines. We have long been world leaders across every aspect of the sport, forging the way in Safety – much of which is now utilised by the FIA – Accessibility, Training... and more. However, it is this collective passion that makes the sport so special.

When I joined the organisation in late February, it immediately became apparent that there are absolutely the right intentions for the future of our disciplines in this country – plus the



Fiesta Sport Challenge, BRC Challenge 2013

desire and willingness to back it up. I am very grateful to have such strong support from the Executive Team here at Motorsport UK to do whatever it takes to shape our disciplines. The community is very vocal in telling Motorsport UK their views – and we hear you, honestly, we do! One element I am working on, with my colleagues in Marketing, is to have a step change in the communication strategy for our disciplines, so we can be more open and transparent with you, our community, as to what we are doing to ensure that we still have a sport to enjoy in the future.

We are currently in full throws of building up the UK Rally Strategy, for which we have held the first hour-long introductory sessions for the seven working groups identified following the Rally Forum held in November 2022. While I won't go into the finite detail of the UK Rally Strategy in this introduction – we will have a dedicated piece around that in a future issue of Revolution – so please keep an eye out for that.

Make no mistake, we fully understand the scale of what there is to do – and not just in one specific area, but across the entire sport. As I said to the members of our Rallies Committee recently – everything is back on the table. The sport has changed beyond recognition in several areas, and there are lessons to be learned from previous periods of change, so it is important that we take this opportunity to look



On the podium in Scotland

at everything again. We also must identify that this, to a greater degree, is our last chance to get it right. However, I honestly see this as the best opportunity for a generation to make positive change so that our sport can flourish. We have two fantastic disciplines so we should shout about them, get more people involved, and show them what they are missing out on!

Work will begin on the Cross Country strategy this year



JEP



JEP

As an experienced competitor, Jackson knows the workings of motorsport

For the immediate future, there are things that Motorsport UK will be doing to help the growth of the sport, and to support those who dedicate their free time to it, we will:

- Make it less bureaucratic for event organisers
- Make it more accessible for people to enter our disciplines
- Make it easier to understand – and implement a vastly improved communication strategy
- Review all costs to competitors

These are just a few examples, and trust me, the list is much longer, but this isn't going to happen overnight. There is a lot of work to be done, and a lot of consultation with the community, via Rallies Committee, in order to make this happen. As a result, there may be short periods of instability while some changes are implemented, but I am committed to see this through, and I ask you all to please bear with us and to support us where you can.

Building on success

Remember, there are some fantastic, good news stories out there: Targa Rallies are flourishing, Road Rallies are maintaining their popularity, there are Stage Rallies and Championships which are seeing fantastic entry and registration numbers, and there are more Closed Road events in the pipeline.

At this point I can hear those in the Cross Country community very rightly saying "well, what about us?". I am committing to you all that Cross Country will have its own strategy document, beginning in 2023, because I do completely understand your frustrations too. It is you, the Cross Country community, that will help us drive this strategic policy, much like your friends in Rallying. We have been lucky to have the assistance of Chloe Jones, herself a British Champion, here in the Motorsport UK office, but it is hugely important that we harness the enthusiasm of the community, and honour the pride felt throughout in what we do to move the discipline forward. Again, everything is on the table here too, and we will provide plenty of opportunity for you to give us your honest feedback.

It is my intention to get out to events across the disciplines over the next few months, as I am very keen to meet as many of you as I can. I will also reiterate that you are very welcome to contact me at any time if you would like to provide any feedback or ideas that you think will help us develop the sport – you can email me on rally@motorsportuk.org

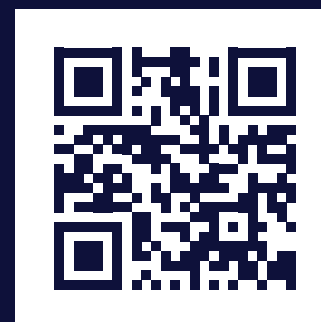
Lastly, I want to say a big thank you for all you continue to do for the sport, whether as a competitor, or as one of our incredible volunteers. Please trust me when I say that I am listening, I am taking notes, and I am acting. With your help, we can ensure that we have a sport fit for the future. 🌀



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The **British Touring Car Championship (BTCC)** is one of the flagship series in the UK. It was originally established in 1958 as the British Saloon Car Championship and was given its current name in 1987. Here are some of the stats behind it

The number of seasons the BTCC has been run to the current Next Generation Touring Car (NGCT) regulations

13

The highest number of wins for a driver, held by Jason Plato, who retired last year

97

23

The maximum number of points on offer per race, with 20 for a win, and one each for pole position, fastest lap, and leading a lap

10

The number of events in this year's Championship, each of which holds three rounds

264

The highest number of race wins for a manufacturer, held by Ford

80

The car number of last year's champion, Tom Ingram

4

The current record number of drivers' titles, jointly held by Andy Rouse (75, 83, 84, 85) and Colin Turkington (09, 14, 18, 19)

716

The highest number of starts for a driver, held by Matt Neal

9

The current highest number of constructor title wins – held jointly by BMW and Vauxhall

1990

The year that a 2-litre class was established, which would eventually become Super Touring

50

The percentage win rate for Alain Menu when he took 12 record victories in 1997

13

The number of points covering the top three in 2022's title battle – Tom Ingram, Ash Sutton, and Jake Hill

20

The percentage of renewable fuel used by the BTCC cars – comprising 15 per cent second generation ethanol and 5 per cent renewable hydrocarbons

2022

The year which BTCC introduced its hybrid power unit – the first of a kind in Touring Cars

For more information on the series, see www.btcc.net



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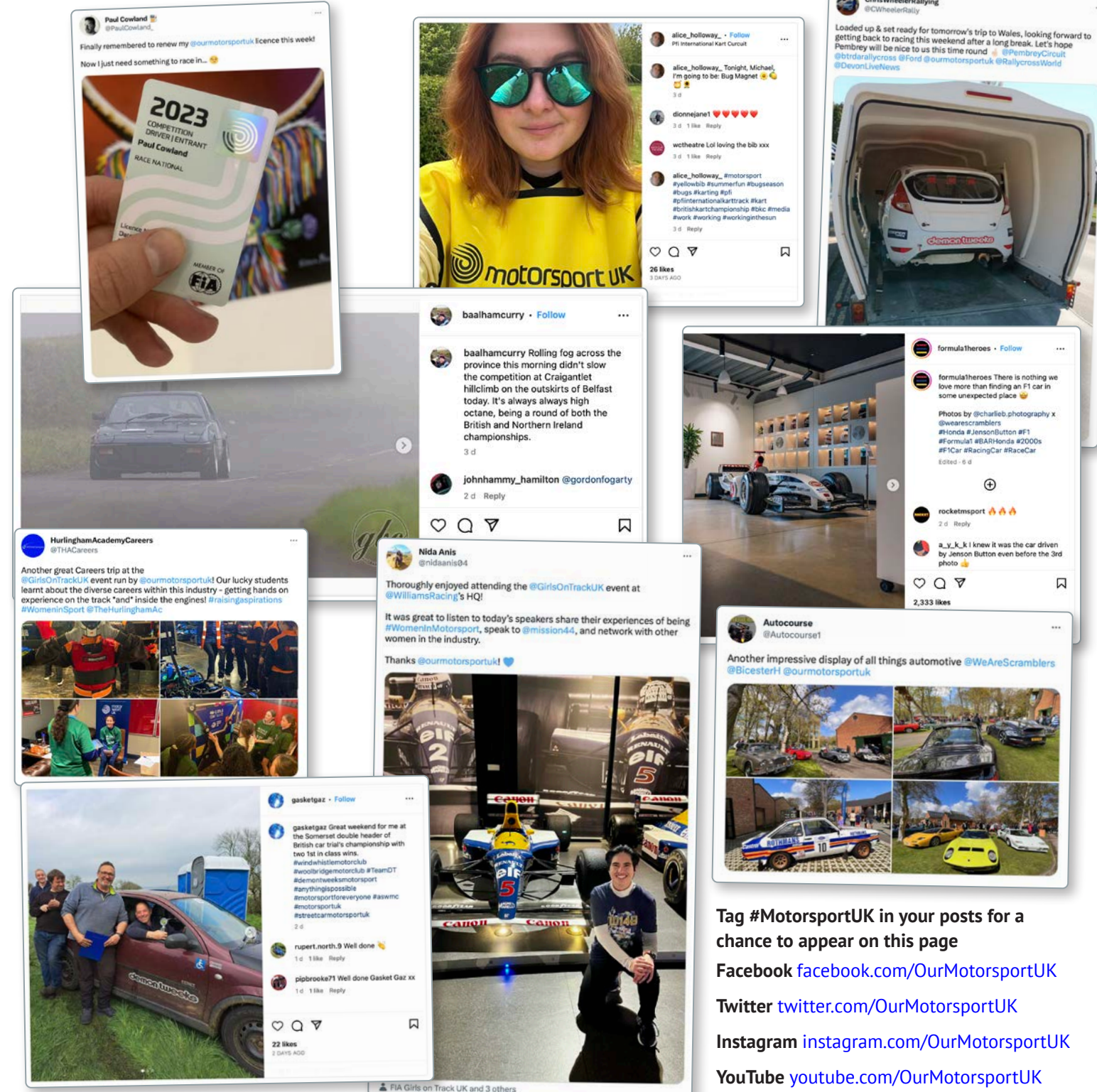


MOTORSPORT UK CONNECTED

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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MOTORSPORT UK ON YOUTUBE:

Carlin's Abbi Pulling reveals the benefits of joining the Motorsport UK Academy

Revolution - May 2023

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Licenced to compete

More than 70,000 people in the UK hold a Motorsport UK Licence with many signing up, upgrading, or renewing each year. This is how to do it

A Motorsport UK Licence opens the door to a huge range of adventures on the road, rally stages and circuits around the country – and getting one is a quick and easy process.

To enter grassroots Club motorsport events – such as AutoSOLOs, Production Car Autotests (PCAs) and Trials – all you need is an RS Clubman Licence, which is completely free. For wider-reaching events, you may require a higher grade of Licence and, in some cases, proof of relevant experience. This can be a little confusing, so it is important to understand which you need before applying.

The Motorsport UK Yearbook offers general guidance on licence requirements for each discipline, but it is always a good idea to check with the organiser of the event that you wish to enter or take part in if you are unsure.

The majority of Licences can be applied for online or through the post, by completing all the relevant sections of the application form, supplying a passport type photograph, and paying any fees required. In some cases, a Starter Pack and a relevant test is required. Licences will be dispatched within 15 days by post, 10 online, or even faster if an additional fee is paid.

Unless rendered invalid, all Licences run from 1st of January to the end of the calendar year. They also provide access to this magazine, and a whole host of other member benefits. Here is a rundown of the different categories you can apply for.

Entry level and indoor karting

The digital K-I licence is required for the British Indoor Karting Championship and the digital RS Clubman licence is valid for Club100 and Total Karting Zero Events. For both licences applicants are not required to purchase a Starter Pack or take an ARKS test.

With an RS Clubman licence, competitors can also compete in the new Kart Club permitted events, which featured in the

April edition of Revolution. These events are valid at specific tracks or clubs. Licences can also be applied for without purchasing a Starter Pack, but require an ARKS written test to be passed before competing.

For those under 18 applying for a Kart licence (excluding K-I), the parent or legal guardian must also apply for an Entrant PG licence by completing the relevant application form.



RS Clubman

Introduced in 2019, the RS Clubman Licence is designed to make it easy to participate in entry level motorsport. It is completely free and provides the same £100M public liability insurance on Motorsport UK permitted events as any other Licence, along with a range of member discounts aimed at offsetting the cost of competing.

The licence can be stored and accessed at any time on any type of device and opens up the opportunity to have a go in Autotests and AutoSOLOs, Trials and Cross Country, Road, Navigational and 12 Car Rallies and many more events.

The only two requirements are that you are medically fit to compete, and that you are a British citizen. If you do not meet these criteria, you can still apply by contacting the Membership Services team (see end of article) and providing additional information.

Enhanced RS Clubman

Members can choose to upgrade when applying for an RS Clubman licence at a cost of £19.99. For this, you receive enhanced benefits including a physical and personalised licence card, lanyard and card holder, a car sticker and enhanced member benefits including:

- In-store and online discount at Halfords
- A free fuel card with a discount on the pump price of both petrol and diesel (RRP £43)
- Free Tastecard (RRP £34.99)
- Up to £120 cash back on road tyre purchases with Pirelli
- Discounted MOTs, competition tyres, Wera Tools and many more savings



For Karting, a digital K-I licence or RS Clubman licence is required

The free RS Clubman licence offers access to a wide range of motorsport



National Licence

To extend your competition beyond your local club, you will need to apply for a form of National Licence. There are a number of different levels for these, with categories split into Race, Stage Rally, Kart and RS. The Licence types are:

Race

- Race National / Race National Truck – £167
- Race Club (formerly Race Interclub) – £104

Kart

- Kart National – £97
- Kart Interclub – £64
- Kart Clubman – £45

Stage Rally

- RS National Stage Rally – £167
- RS National Navigator – £108
- RS Interclub Stage Rally / Junior – £104

RS

- RS Interclub – does not require a starter pack* £74
- RS National – £160

Any first-time competitor making an application must obtain the discipline-relevant Starter Pack, fill in the enclosed standard Competition Licence Application Form and complete an approved ARDS (Race), BARS (Stage Rally) or ARKS (Kart) test. Certain applicants also require a Vision or Medical Report, and guidance for this is included on the application form.

It is possible to hold more than one category of Licence and if applying at the same time any additional licences are charged at a 50 per cent fee (full fee for the most expensive).

International Licence

Those wanting to compete within UK and Overseas International Permitted events, will require an International Licence. These are also included in the 50 per cent fee reduction scheme for multiple same-time applications and the licence types are:

- Race International ITA – £1,350
- Race International ITB – £490
- Race International ITC / Truck / ITD – £240
- Kart International ITE / ITF / ITG – £165
- Rally International ITD-R – £250
- Speed International ITD-R – £240
- Drag International IT DR – £240
- Cross Country International ITC-R – £240
- Off Road International ITC-R – £240

In some cases, no further qualifications are required to enable an upgrade from National to International Licences. However, proof of participation through Clerk of the Course signatures may be required. Pages 132-135 of the Motorsport UK Yearbook provide specific details on a category-by-category basis.

The 2023 Motorsport UK Yearbook has full details on all the licences available



* Licences with blue bullet points are the initial grade for that discipline and require a relevant test to be passed.

Applications & further information

To apply for or renew an RS Clubman Licence visit www.rsclubman.motorsportuk.org

To apply for any other form of Licence visit www.motorsportuk.org/login

For further information, please contact a member of the Motorsport UK Membership Services Team on 01753 765 050.

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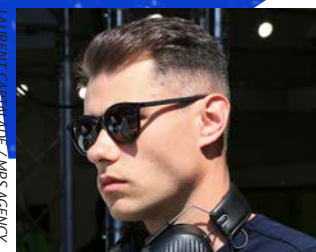
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Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

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.

Here, Revolution introduces a Le Mans Cup driver, two future Rally stars and a Britcar star.



Josh Skelton

Born:
Lake District, 7th November 2000

Academy programme:
Team UK

Competes:
Michelin Le Mans Cup

Recent results:
2022 Michelin Le Mans Cup – 3 podiums

What is your earliest memory of motorsport?

I grew up within motorsport but on two wheels, travelling around with my dad to all his motocross races. I had a motocross bike myself until I was 11, when I switched to karting because my mum said motocross was too dangerous!

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

I've had many high points, but the two I would choose are breaking the record for most consecutive podiums in British F4 in 2019 and finishing second on the podium at Le Mans last year. That was a special feeling.

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

I do not really like to focus too much on these, but it was the tough 2021 off-season – struggling to find a race seat for 2022. It was very touch and go.

What has been your biggest break?

In 2021, when I was given the opportunity to switch across from single seaters to sports cars into the LMP3 category. I think this really helped me progress and develop as a driver and prove to people the potential and speed I had.

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

I hope to become a factory driver for a manufacturer. I just need to keep developing as a driver as best I can, and working hard on and off track with the people around me to get to my goal.

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

I am currently working with the guys at Greenlight Sports Management, Guy Smith and Andy Meyrick, who are doing a great job at advising me and pointing me in the right direction.

What is the biggest thing you have learned from your time with the Academy?

It has definitely helped me progress as a driver, learning the different aspects required to develop into the person I am now. I am now looking forward to seeing what I can take from the Team UK programme.

What are you currently competing in, and what has been the biggest challenge for you this year?

I will be returning to the Michelin Le Mans Cup, competing with Nielsen Racing and pairing up with Tony Wells. It is a new team for me, and our aim is to challenge for the title and fight for race wins and podiums.



Jack Meakin

Born:
Wiltshire, 23rd September 2004

Academy programme:
Enhanced DiSE

Competes:
Britcar Trophy

Recent results:
2022 Britcar Trophy – Championship runner-up and Rookie of the Year: 2 class wins, 8 podiums, 5 fastest laps

What is your earliest memory of motorsport?

My family has been obsessed with racing, particularly bike racing, and I remember watching the British Superbikes at Thruxton aged four.

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

Winning the Dragon Sport Scholarship. It came at a great time for me, having just been awarded 'Rookie of the Year' in the 2022 Britcar Trophy, and it has enabled me to join Dragon Sport, partnering Rhys Lloyd, which is going to be amazing.

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

I was competing in the British Karting Championships in 2020 but after a good start, my season was massively affected by the pandemic. I had to self-isolate twice, missing races, and money was running low. I wasn't sure if I would be able to keep competing. Fortunately, after entering the JSCC scholarship I met Richard from Westbourne Motorsport and Ed Pead, and I have them to thank for being able to step up to cars.

What has been your biggest break?

Again, winning the Dragon Sport scholarship. Throughout my journey so far, the main barrier to progression I have had is a lack of funding. Joining Dragon Sport is a massive opportunity for me, for which I am extremely grateful. The team is well organised, friendly and, most importantly, fast!

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

I want to compete in GT racing and ultimately make a career of racing. Ideally, I would like to progress into GTs in the next few years. I will seize every opportunity on my way.

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

Ed Pead is a great friend and one of the people I listen to most in motorsport. I would, however, love to meet Daniel Ricciardo and Valentino Rossi or Marc Marquez as they are all idols of mine.

What is the biggest thing you have learned from your time with the Academy?

The importance of other skills besides driving – that being a racing driver is more than just the on track stuff. To be successful I need to be on top of my fitness, my networking and my sponsorships, and the Academy has really helped me with that.

What are you currently competing, and what has been the biggest challenge for you this year?

I have just completed the first round of the 2023 Britcar Trophy at Silverstone. I think the biggest challenge will be learning Oulton Park as I have never raced there before, but I can't wait to see how we get on.



Alfie Hammond

Born:
Chelmsford, 23rd February 2004

Academy programme:
Futures

Competes:
BTRDA Rally Championship (incorporating R2 Cup, Silver Star championship, Junior R2 Cup and the MRF Trophy);
Motorsport UK English Rally Championship

Recent results:

Brands Hatch Winter Stages 2023 – 6th in class
Malcolm Wilson Rally – 35th overall, 3rd in class
2022 BTRDA Rally Championship Bronze Star
1400c class – runner up

What is your earliest memory of motorsport?

Spectating with my parents at the Word Rally Championship (WRC) Wales Rally GB in 2006, when I was only two years old.

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

The Cambrian Rally in October 2022. I achieved some amazing stage times well beyond the class of car I was driving and won the 1400c class by a big margin. I also received a 'well done' message from Tom Cave, a former British Rally Championship driver, soon after the event.

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

Before the Trackrod Rally in September 2022, I spent a lot of time resolving some long-standing engine issues but then suffered a mechanical failure on Stage 3 – another DNF caused by mechanical gremlins.

What has been your biggest break?

Developing a relationship with Myerscough Motorsport, which has enabled me to drive the M-Sport Fiesta R2 in 2023.

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

My ultimate goal would be to do a full season driving in WRC for one of the top teams. I would like to progress in the classes at a national level of Rallying, with a view to progressing to an international level in championships such as Junior WRC and the European Rally Championship.

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

Malcolm Wilson. I admire him as a former competitor and also as a very successful businessman in motorsport. His guidance and insight would be invaluable.

What is the biggest thing you have learned from your time with the Academy?

Preparation. You can never do too much, especially when you are entering a competitive environment like as a forest Rally. The more you do, the better chance you give yourself of being successful.

What are you currently competing, and what has been the biggest challenge for you this year?

I am competing with Myerscough Motorsport in an M-Sport Fiesta R2. So far, but for a first outing on very icy gravel stages, we did very well. I am sure I am yet to face my biggest challenge, but I am ready for it!



Fiat Shift Media

Rhys Edwards

Born:
Hereford, 29th October 1996

Academy programme:
Co-Driver

Competes:
BTRDA Bronze Star and selective rounds of the BTRDA Asphalt Rally Championship

Recent results:

Malcom Wilson Rally 2023 – 1st in class, 25th overall
North West Stages 2022 – 2nd in class, 25th overall
Corinium stages – 7th overall
Red Dragon Stages – 5th overall
9 Class Awards in total in 2022

What is your earliest memory of motorsport?

Travelling up to Epynt with my dad, mum, and brother. I remember standing on Deer's Leap waiting in the freezing rain for the top boys to come through, and by the time the tail end came it was glorious sunshine. I am ever grateful to mum and dad for introducing me to this sport, and their support on events is amazing.

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

I need two! The main one was winning the Co-Drivers' 2L Class of the North England Tarmac Championship last year – thanks to Nath and Andy for letting me sit in with them. The second is reaching the end of the Mull Rally after two very unfortunate failed attempts. That is one special rally.

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

My first attempt at the Mull Rally. I spent ages on my pace notes, watching videos to get up to scratch, and did a full week recce on the island – only for the engine to go bang just 1.1 miles into the first stage!

What has been your biggest break?

Meeting Nathan Evans of Evans Rallying. Before that, I had only done a few pace notes events, but we clicked right away, and we have been regularly competing on closed roads events ever since. We have had some very good results in a 2L class that should not suit the lesser powered Clio's. A special mention also to Martin Lasper, for allowing me to sit in with him on my first ever rally.

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

I want to step up and compete in the 4WD and R5 WRC cars and to be battling at the top of British and Irish rallying. After that, I would be looking to compete across Europe. It is hard to pin down a timeframe because there are some very good navigators with the same aims, so I need to stand out for my skill and professionalism.

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

Again, I need two! One is nine-time World Rally Champion Co-Driver Daniel Elena. The other is Robert Reid, because he and Richard Burns were some of my earliest memories on the World Rally Stage and their clean and smooth but fast style of rallying was second to none.

What is the biggest thing you have learned from your time with the Academy?

The professional side of things and how the role of a Co-Driver extends further than just reading pace notes – everything from recce planning to movement plans. The academy will be a huge advantage in learning these skills to get me to the next level.

What are you currently competing, and what has been the biggest challenge for you this year?

This year I am in the BTRDA Bronze Star Championship alongside Lewis Hooper and I will be competing on a couple of selective Protyre Asphalt Championship rounds. My main challenge will be getting used to gravel and forestry events, as the Malcom Wilson Rally was my first event on the loose stuff. That went really well so hopefully we can keep getting quicker.



Manx National Rally

12th-13th May, Douglas, Isle of Man

With series leaders David Henderson and Chris Lees electing to miss the double header Manx National Rally their Protire Motorsport UK Asphalt Rally Championship rivals are aiming to make hay while the sun shines – not that a dry event is ever guaranteed on the Isle of Man! Crews eyeing a move to the top of the leaderboard include David Wright and Paula Swinscoe who finished second on the opening round.

www.manxautosport.org



Russ Owen / 90 Right

Tour of the Sperrins

20th May, Magherafelt, Londonderry, NI

Derek McGarrity heads into the penultimate round of the season at the top of the drivers' standings after victory in the Maiden City Stages. Jonny Greer, winner of the first two rounds, will be looking to get back into the mix after a costly mechanical failure at the last event.

www.magherafeltmotorclub.co.uk/tots



StreetCar

Nuts in May' StreetCar Autotest

17th May, Bucknell, Bicester, Oxon

This grass Autotest and Production Car Autotest event starts at 6pm and runs until dusk and is ideal for all levels of experience and a wide range of cars. A Club-owned hire car is available by prior arrangement for a small fee. A good starter event for new StreetCar competitors, with friendly help and advice available. See Witney Motor Club on Facebook for more details. www.witneymotorclub.co.uk



The Main Event at Santa Pod

26th-29th May, Santa Pod Raceway, Bedfordshire

Santa Pod Raceway's The Main Event combines Round 2 of the Motorsport UK British Drag Racing Championship with the start of the FIA European Pro Modified Championship. Multiple British champion Andy Robinson and current points leader Bobby Wallace lead the UK Pro Mod challenge against the cream of the European crop in a spectacular weekend of furious, five-second / 240mph 'tin-top' racing.

www.santapod.co.uk



Neil Lambert

The Lydden Hill Sprint

Saturday 20th May, Lydden Hill Circuit, Kent

The SBD Motorsport UK HSA British Sprint Championship makes the first of two visits to Lydden Hill this year on 20th May. This undulating Kent circuit usually leads to close times. Current leader, Pete Goulding (pictured) will try to extend his championship lead, while the rest of the pack give chase and developing the cars as the season progresses.

www.britishsprint.org

Oulton Park 3-Hours

Saturday May 27th, Oulton Park, Cheshire

The British Endurance Championship returns to Oulton Park at Bank Holiday weekend, where long-term protagonists Ash Woodman and Martin Byford will be looking to increase their points lead in the EDF-run Cupra Leon TCR machine, though the 3-hour race may favour the second-placed Mercedes GT4, triple-handed by Chris and Neville Jones and pro-driver Matt George.

www.british-endurance-championship.com



Chris Valentine

Plains Rally

20th May, Bala, North Wales

Matthew Hirst will be aiming for his third straight 2023 Motorsport UK Pirelli Welsh Rally Championship victory on the Plains Rally – although this time without his regular co-driver Declan Dear, who is away on honeymoon. The defending Welsh champion and 2022 Plains Rally winner will be partnered for the first time by Mark Glennerster, who is stepping into Hirst's Pirelli-shod Delta Salvage-backed Ford Fiesta R5. They face stiff competition from as Bob Morgan – who finished an impressive third on both the Plains Rally and in overall Pirelli Welsh drivers' standings last year – and is contesting his first event of 2023. www.plainsrally.co.uk



Paul Mitchell Photography

CMcMaster / McKlein



Beatson's Building Supplies Jim Clark Rally

26th-28th May, Duns, Scotland

The Beatson's Building Supplies Jim Clark Rally signals the start of four back-to-back asphalt events for the British Rally Championship and takes the series into Scotland. The blisteringly fast closed-road stages around Duns offer a formidable challenge and the two-day event offers a Friday night blast in the Borders to test contenders' mettle.

<https://jimclarkrally.co.uk>



British Rallycross Championship

3rd-4th June, Mondello Park, County Kildare, Ireland

The UK's top Rallycross drivers head to Ireland this month for the second round. Reigning champion Patrick O'Donovan, who became the youngest ever British Rallycross title winner last year, is the man on form having taken two wins from two in his Peugeot 208 at the season opener at Lydden Hill.

www.rallycrossbrx.com/events/mondello-park-1



SevenDales Heritage Run

Sunday 4th June, Sherburn Aero Club, near Leeds,

This is the ninth running of this touring assembly covering 85 miles of Yorkshire roads. Organised by De Lacy MC, it starts and finishes at Sherburn Aero Club, Elmet. Entrants will be provided with a full 'tulip' road book and a traditional tour plate for their vehicle, and we invite owners of classic and cherished modern cars to join us – club membership is not required. Profits raised from the event will go to the Yorkshire Air Ambulance.

www.delacy-online.net



Blackpalfrey Motor Club of Kent Regularity Run

11th June, Canterbury, Kent

This is the eighth and final round of the 2022 / 2023 BpMCK 12 car Regularity Championship. Blackpalfrey's unique Sunday morning Regularity Runs usually include two timed-to-the-second regularity sections typical of a historic road rally, over a road route of around 60 miles. This round will start at the Canterbury Garden Centre on the A291, at Herne Common, and will finish at The Grove Ferry Inn, just off the A28 at Upstreet.

www.blackpalfrey.co.uk/index.php/regruns



Kielder Forest Rally

17th June, Hexham, Northumberland

Based at the spacious Auction Mart in Hexham, the Kielder Forest Rally is the third round of the Motorsport UK English Rally Championship, in association with Seacon UK. Competitors will face 45 miles of special stages in the Kielder Forest complex, with a substantially reduced road mileage. As the season heads towards its midway point, the pressure will be on ERC contenders striving to keep ahead of the others in their particular class.

www.englishrally.co.uk



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Kevin Money

Motorsport UK English Rally Championship, in association with SEACON UK



After taking outright victory on the Brick & Steel Border Counties Rally for the second year running, Elliot Payne has claimed the lead in the series. Even so, Nigel Jenkins is only two points adrift, with Russ Thompson a further two points back in third place.

Latest Championship Standings

1st	Elliot Payne	50 points
2nd	Nigel Jenkins	48 points
3rd	Russ Thompson	46 points

Paul Mitchell Photography

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Latest Championship Standings

1st	Matthew Hirst	60 points
2nd	Robert Gough	51 points
3rd	Simon Rogers	44 points

KNC Groundworks Scottish Rally Championship



Taking the initiative on the Friday night of the McDonald & Munro Speyside Stages, Finlay Retson and Paul Beaton were fastest on both the opening stages in the dark to pulling out a seven second lead. On Saturday the pair kept the pressure on, setting four fastest times and never being outside of the top seven to pilot their Fiesta Rally 2 to their first win as a team and Finlay's first win on gravel.

Latest Championship Standings

1st	Jock Armstrong	58 points
2nd	Finlay Retson	56 points
3rd	John Wink	55 points

AF Motorsport Media

JEP

ROKiT F4 British Championship certified by FIA



The ROKiT British F4 Championship saw three different winners at Brands Hatch, with Hitech Pulse-Eight's Kanato Le, Rodin Carlin's Dion Gowda and Fortec's James Higgins each taking top honours. Rodin Carlin's Louis Sharp has extended his lead at the top of the championship rankings. In the Rookie battle Chris Dittmann Racing's Gustav Jonsson took all three wins over the weekend and now tops the Rookie Cup table.

Latest Championship Standings

1st	Louis Sharp	82 points
2nd	James Higgins	69 points
3rd	Dion Gowda	60 points

Chris Valentine

Motorsport UK British Endurance Championship



Peter Erceg and Marcus Clutton in the PB Racing Audi R8, took the overall win at Brands Hatch last month, six laps ahead of Class C winners Brad Thurston and Daryl DeLeon. Class D went down to the wire as winner Matt George's Mercedes GT4 was chased to the line by the Aston Martin of Stuart Hall for the final overall podium place, while Britcar Trophy graduates Owen Hizey and Scott Symons clinched Class G honours for the Ginetta G55 Supercup.

Latest Championship Standings

1st	Ashley Woodman / Martin Byford	61 points
2nd	Neville Jones / Chris Jones / Matt George	58 points
3rd	Brad Thurston / Adam Hatfield / Daryl DeLeon	57 points

David Lord Photography

Intelligent Money British GT Championship



Dan Harper's late move on Sandy Mitchell helped his co-driver Darren Leung and Century Motorsport take victory – and lift the historic RAC Trophy – in the Intelligent Money British GT Championship's blue riband, three-hour Silverstone 500. In GT4, Optimum's Charles Clark and Jack Brown prevailed after Raceway's #56 Ginetta was black-flagged late in the race for failing to serve its stop-go penalty.

Latest Championship Standings

1st=	Darren Leung	53.5 points
1st=	Dan Harper	53.5 points
2nd	Ian Loggie	46 points

JEP

Kwik Fit British Touring Car Championship



Colin Turkington reached a victory milestone in race one at Brands Hatch this month as he moved up to second behind only Jason Plato on the all-time BTCC winners list. Ash Sutton then claimed a double triumph as he got the better of Tom Ingram and Turkington in race two, before scything his way from 11th on the grid to win race three.

Latest Championship Standings

1st	Dan Cammish	88 points
2nd	Tom Ingram	83 points
3rd	Ash Sutton	78 points

Avon Tyres Motorsport UK British Hillclimb Championship



A fabulous season opener at Prescott saw reigning British Champion Wallace Menzies emerge as joint Championship leader alongside challenger Matt Ryder. Ryder had a very consistent weekend taking two second places. Only one point behind Menzies and Ryder is six times British Champion Scott Moran. After what at times was a challenging weekend, Moran managed to put it all together to win the second run-off.

At Craigantlet, Wallace Menzies took the outright lead of Championship by winning the final run-off, after a superb drive to third place in a mixture of dry / wet opening run-off. With rain falling during the first run-offs and the track being at best damp for the rest of the day, results were a little mixed up. After difficulty finding speed in qualifying Matt Ryder managed to end the day with a second and fourth place run-off finish, and took second place overall in the Championship.

The Championship moved to Harwood for Rounds 5 and 6. Defending Champion Wallace Menzies won the second run-off and Scott Moran the first, with Wallace ending the weekend leading the BHC presented by Avon Tyres by two points. Showing great consistency and maturity, Matt Ryder took two second place run-off finishes and now occupies second place overall – six points clear of Scott. Trevor Willis continued his solid start to the season. A fourth and fifth place run-off finish has him in an encouraging fourth place overall.

Latest Championship Standings

1st	Wallace Menzies	54 points
2nd	Matthew Ryder	52 points
3rd	Scott Moran	46 points



The GB3 Championship

JHR Developments' Joseph Loake and Arden VRD's Noah Ping were the winners on Sunday 28th May at Silverstone, with Loake leaving the home of the British Grand Prix with an extended 31 point lead at the top of the standings. Loake followed up his race one victory on the Saturday with another triumph in the weekend's second contest, while Ping took his first GB3 win in the final race in the afternoon.

Latest Championship Standings

1st	Joseph Loake	146 points
2nd	Callum Voisin	115 points
3rd	James Hedley	94 points



Motorsport UK British Autotest Championship

A sense of deja vu at the Staffordshire Knot Autotest when a penalty prevented Willie Keaning from taking the win from Alastair Moffatt. The straighter runs of 'site A' suited Willie, while the slower, more open 'site B' suited Alastair better. Willie was only 0.3 seconds adrift after the sixth round, but a bad run on the last-but-one test prevented a superb comeback. Chris Chapman collected four penalties, keeping him well back in third place.

Latest Championship Standings

1st	Alastair Moffatt	87 points
2nd	Willie Keaning	82 points
3rd	Christopher Chapman	77 points

McGrady Insurance N. I. Rally Championship



Derek McGarrity and Graham Henderson secured victory on the Eakin Bros BJT Maiden City Stages Rally, round three of the McGrady Insurance Motorsport UK Northern Ireland Rally Championship. Driving his VW Polo GTi R5, the Glengormley driver looked set to cruise to victory after Jonny Greer was forced into retirement with a mechanical issue. McGarrity entered the final test with a lead of 11.9s over Gareth Sayers and Gareth Gilchrist but a half spin almost put him into the clutches of the hard-charging Sayers. However, the rally leader held on and secured the rally spoils by less than a second.

Latest Championship Standings

1st	Derek McGarrity	85 points
2nd	Stuart Biggerstaff	78 points
3rd	Aaron McLaughlin	77 points

Motorsport UK Car Trial Championship



Rounds 4 and 5 took the contenders south to West Somerset and Dorset respectively for the Windwhistle Motor Club and Woolbridge Motorclub's Car Trials. Round 4 ran in bright warm weather the early greasy conditions gradually dried out resulting in diminishing penalties for most. Arnie Martin led initially in his Mk1 Escort 1600 with Charlie Dovey hot on his heels in his 2-litre Clio Sport. But Barrie Parker in his Reliant-engined Liege managed a completely clean sheet to overtake Arnie Martin and the others for the Overall win.

Round 5, started in dank and drizzly wet conditions. The wide open hills gave a great choice of lines to be taken and resulted in a massive disparity of penalty scores, regardless of class, ranging from 1 to 59, just on round 1. Parker hounded Stephens all day, but never managed to claw back the initial lead Duncan had gained in the borrowed Mark Hoppe Dutton. However, star of the day was Junior Championship contender Charlie Dovey who won his Class, was 2nd Overall and best Motorsport UK contender scoring six points.

Latest Championship Standings

1st	Barrie Parker	24 points
2nd	Tim Dovey	21 points
3rd	Charlie Dovey	19 points

Motorsport UK British Drag Racing Championship



Bobby Wallace defeated Wayne Nicholson during Round 1 at Santa Pod Raceway to win a wild final, 6.169sec to Nicholson's 6.614, but only after Nicholson had qualified in pole position with new career-best marks, 5.889sec (low ET of the event) and 243.71mph. Wallace's fastest qualifying speed, 243.85mph, narrowly beat Nicholson's to top speed of the event.

Provisional Championship Positions

1st	Bobby Wallace	77 points
2nd	Wayne Nicholson	63 points
3rd	Jean Dulamon	36 points

All photos KartPix

Wera Tools Rotax British Kart Championships



Yehan Kallychurn



Junior X30 Podium



Senior KTM Podium



Gus Lawrence

The IAME and TKM categories kicked off their season at PFi at the end of April with some thrilling racing. In the four IAME events, Austin Gibson beat Mason Brooks by just 0.01s in the Cadet (Water Swift Restricted) race, Jorge Edgar took victory in the Inter (Water Swift) event, Macauley Bishop came back from qualifying 22nd to claim 1st and 2nd in the heats and win the pre-final and final of the Junior X30s, and Gus Laurence took a comfortable win in the Senior X30s. In TKM, Yehan Kallychurn dominated the Junior TKM, just missing out on a weekend clean sweep thanks to third in qualifying, while the Senior TKM Extremes saw Charlie King race from last to second, uplifted to first when original winner Aaron Lask was disqualified.

Latest Championship Positions

Water Swift [R]

1st	Austin Gibson	65 points
2nd	Martin Brooks	62 points
3rd	Austin Newstead	60 points

Water Swift

1st	Jorge Edgar	65 points
2nd	Will Green	62 points
3rd	Sukhmani Khera	60 points

Junior X30

1st	Macauley Bishop	65 points
2nd	Taylor Orridge	62 points
3rd	Fred Green	60 points

Senior X30

1st	Gus Lawrence	65 points
2nd	Harry Burgoyne Jnr	62 points
3rd	Marcus Luzio	60 points

Junior TKM

1st	Yehan Kallychurn	65 points
2nd	Leo Robinson	62 points
3rd	Dara Mcinerney	60 points

TKM Extreme

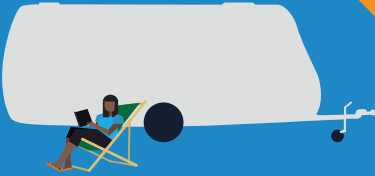
1st	Charlie King	65 points
2nd	Harvey Roffe	62 points
3rd	Chris Whitton	60 points



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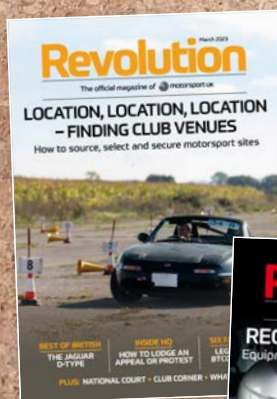
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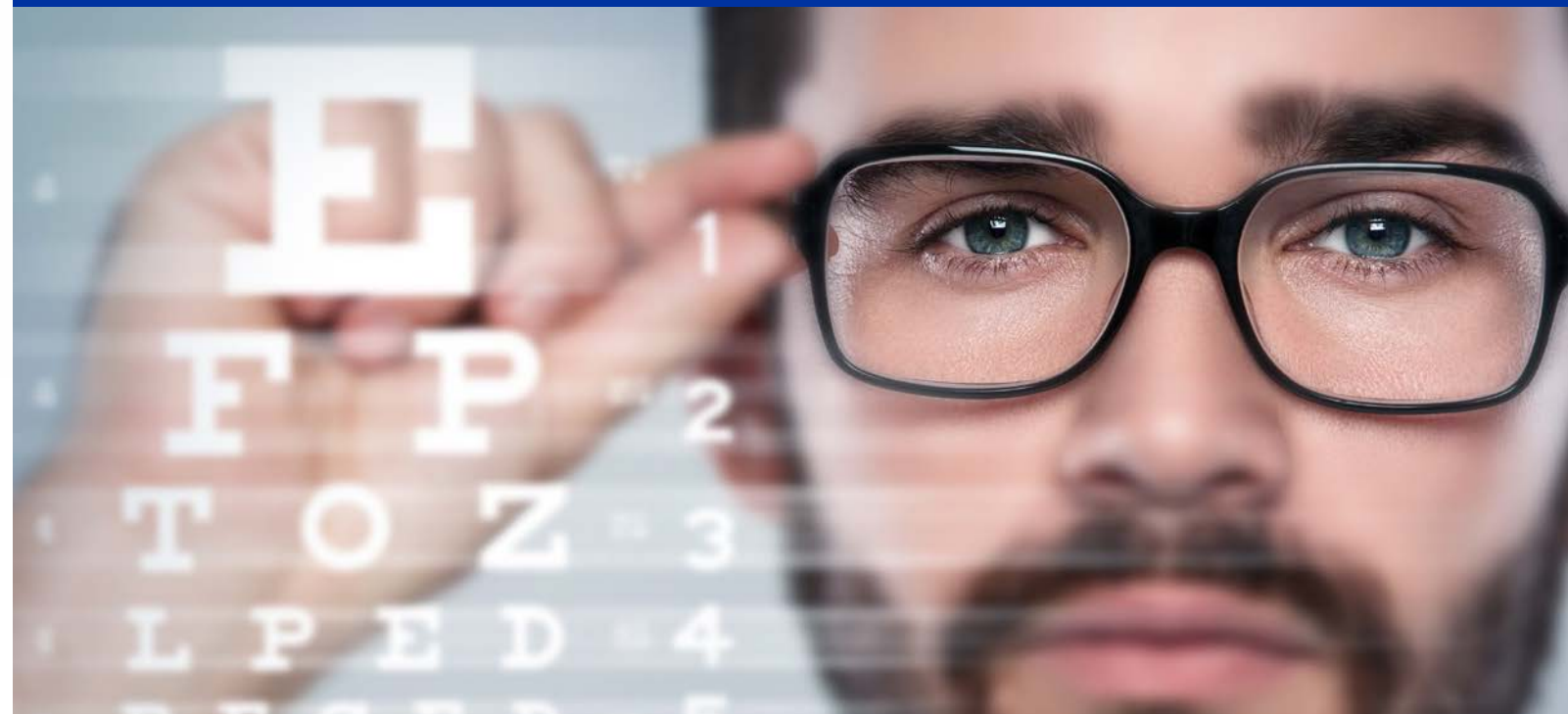
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The MPB Parting Shot

Elfyn Evans and co-driver Scott Martin claimed a sombre, but well-earned victory on the Croatia Rally last month. The Welshman was able to take the lead from Thierry Neuville on Day Two, and then distanced himself from M-Sport Ford Puma driver Ott Tänak across the rest of the rally to win by 27.0sec in the Toyota GR Yaris. This was Evans' first win since the Secto Rally Finland in 2021, and the first of his career on asphalt. On the podium all the teams paid tribute to WRC driver Craig Breen who tragically lost his life during testing for the rally.