July 2023

Revolution

The official magazine of motorsport UK

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CEO's MESSAGE



The Fédération Internationale de l'Automobile (FIA) is made up of 243 clubs drawn from 147 countries, representing either Sport or Mobility, or in some cases, the two combined together. Each summer the FIA hold conferences for the two branches of the organisation, where representatives meet to review and discuss the challenges that we collectively face, where ideas and innovations can be swapped with the aim to make progress on a global scale. However, for 2023 the entire FIA community was drawn together in Córdoba, southern Spain, in a way not seen since South Africa back in 2019. Having the opportunity to engage with our members of the Mobility side is highly productive, as the links between road-going vehicles and motorsport is obvious, sharing important strategic challenges such as environmental sustainability, inclusivity and diversity, as well as the future role of the automobile in society.

Motorsport UK plays an active role on the world stage and is grateful for the opportunity to share many of its learnings with other ASNs from around the world. I was there as Deputy to David Richards CBE who sits on the World Motorsport Council, and in my capacity leading the FIA Global Task Force for Accessible Motorsport. This is gathering pace. With the help of the FIA Regional Vice Presidents, who are working with markets within their regions, we are beginning the implementation of the ideas that we have been developing over the last 12 months. At the heart of this is the concept of StreetCar, which has seen such positive traction in the UK. I firmly believe that for new and emerging markets it is the only logical way in which you can begin to scale up motorsport participation without the cost and time needed for capital intensive resources such as racing or kart circuits.

Although the few days we spent in meetings were highly productive, they were also intense, and the opportunity for some light relief was certainly welcome. This came in the form of live demonstrations of some initiatives that the FIA has recently developed for sport. The first of these is termed "motorsport in a box" and it is pretty much as the name describes, a self-contained kit that is sent out to a club (ASN) that is really starting from scratch. It includes all the necessary items required to get started for an Autosolo, (which is referred to around the world as 'Autoslalom'). In one of the exhibition centre car parks the FIA had setup an Autoslalom course using Fiat 500s. We all had a go at

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FIA CEO Natalie Robyn with the winners of the FIA Eco Rally Cup for Córdoba!

setting the fastest time. Sadly, I can report we narrowly missed out on a podium finish, but it further underlined the fun that can be had in a very small section of car park with a low-powered lightweight car. The organisers also put on a rather more elaborate demonstration event in the form of a mini version of the FIA Eco Rally Cup. This is a new series that has been introduced exclusively for electric cars that are road-registered and is basically an evolution of a regulatory rally. There is an additional twist in that a clever electronic monitoring system also evaluates, in real time, the amount of electricity that is being used by the vehicle, both for propulsion and all the auxiliary devices, so bonus points could be had for turning off the air conditioning and sweltering in the Spanish sun!

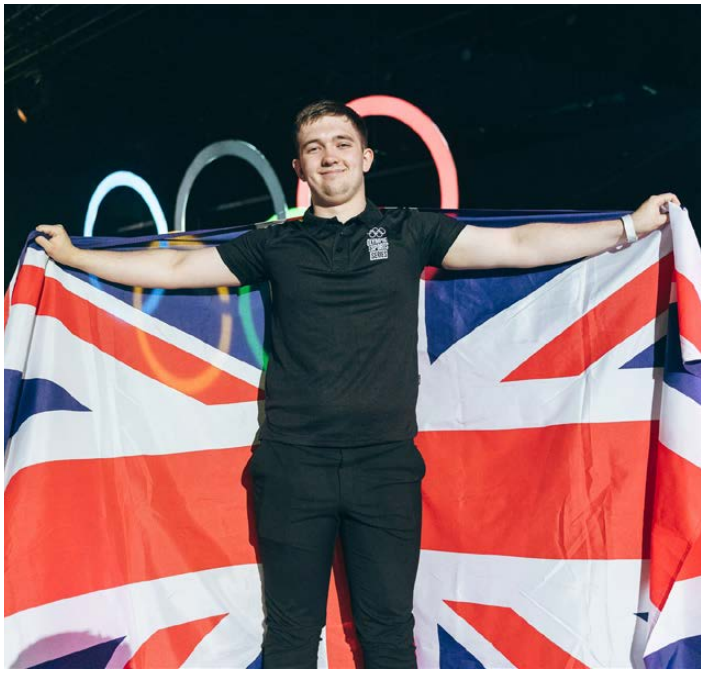
Late one afternoon, after the conference sessions had finished, there was a fleet of brand-new Polestar 2 electric vehicles lined up next to the medieval walls of Córdoba town. I must admit I did have rather an advantage going into the event, as my co-driver was none other than the 1981 World Rally Champion Co-Driver, our Chair, David Richards. Although that does sound as if the test would be relatively easy, I can assure you it was anything but simple in practice. David has competed in a few regulatory events in the UK, but in talking to the other delegates, it rapidly became clear that we had stiff competition, and among others, the Spanish champion at regularity rallies. We therefore entered the spirit of the event, but with not much hope that we would do particularly well.

The rally format was a pair of stages around 25km, and a roadbook that gave waypoints that had to be hit at precisely the right time to the nearest thousandths-of-a-second, and they are continually monitored by GPS with random selection of your progress against this allotted route. There are average speeds set for each section, often a few hundred metres long, and at what seemed like a leisurely 30kph, 40kph or 45kph, but given the road was as twisty as a plate of spaghetti, it was not quite as simple. We initially thought to use cruise control and hang on for dear life – but that did not last long! In total there were 60 competitors using 30 cars, and we came away thinking we would do well to get in the top half. At the final dinner in a glorious Roman garden, presentations were being made on the stage and to our huge surprise we were announced as the winners of the FIA Eco Rally Cup for Córdoba. There were two elements to the competition – time regulatory which we won – and economy, which you had to go along way down the list to see our names register. That is the beauty of this competition, being the combination of accuracy and economy in an everyday road car. I think it is set to become a very big part of our sport in the years to come. There was a FIA pre-test event held in Scotland last month,





Attending Number 10 Downing Street, and accompanying Mark Harper, Secretary of State for Transport on a visit to the McLaren pit garage at the British Grand Prix



Will Murdoch represented Great Britain at the Olympic Esports Week, and brought home a Silver Medal

and in 2024 there will be an official FIA observed event as a prelude to Scotland hopefully holding a round of the official FIA Eco Rally Cup in 2025.

On the other side of the world there was a rather more professional and serious competition taking place in Singapore. The International Olympic Committee have created the Olympic Esports Week with ten sports including baseball, sailing, cycling, tennis and in a very exciting move, motorsport. I do recall that there was a small slalom karting demonstration at the Youth Olympic Games in Buenos Aires back in 2018, but other than that I do not think motorsport has been incorporated into the Olympic world. The competition used Sony's Gran Turismo 7 platform and was open to gamers globally, with 150,000 entries from 70 countries all trying to set the fastest qualifying laps to go through to the finals in Singapore. Just 31 drivers made the cut, of which Will Murdoch from the UK proudly got to represent his home country. On the day it was a 50-minute race using Le Mans type sports cars; as you can imagine it was an extremely close competition, and Will drove brilliantly to secure a Silver Medal and a unique place in the history of the sport and the Olympics (see page 32 for more details).

With the British Grand Prix rushing towards us, it was great to see the Government engaging closely with the Formula 1 community. The Secretary of State for Transport, Mark Harper, along with his colleague Lucy Frazer, Secretary of State for Digital, Culture, Media and Sport, hosted an event at Number 10 Downing Street to draw together all the leaders of the sport. With Stefano Domenicali representing Formula 1, he was joined by the F1 Team Principals based in the UK, as well as Peter Digby from the British Racing Drivers Club, Stuart Pringle of Silverstone, and our Chair, David Richards, along with myself. A roundtable discussion was held that covered some important ground enlisting the help of government to make the industry stronger and the performance of those UK based teams that much more effective. It was a privilege to be at such a gathering in Number 10, and I think it marks a significant level of progress that we've made in the last five years to get closer to government, not only for the benefits that can be drawn for motorsport but also to illustrate the ways in which motorsport can help society and industry more widely.

That same evening, we held a media event for the F1 Academy Discover Your Drive karting initiative at the TeamSport Docklands track, next to the Thames Barrier. I described this initiative last month, and we had a great media turnout echoing the warm response received in the last few weeks. F1 Academy Discover Your Drive was also the subject of much discussion at the FIA meeting in Córdoba, and I think it will become a role model for various other countries which will be looking to replicate the same principle of identifying talented girls through mass indoor karting programmes.

And now to the British Grand Prix, of which I am sure you saw plenty of coverage. I think it is a source of great pride for all of us to be at the heart of producing such an amazing world class event. It is a nine-month exercise in its creation, with a dedicated and motivated team from Motorsport UK planning, coordinating, and organising all the 960 volunteers and officials that are drawn from across our community. While there were incredible challenges in managing an event on this scale, and inevitable issues to overcome, with some 480,000 spectators over the four days, the result was a trouble-free race and the added excitement of seeing two our British drivers on the podium. I would like to extend my personal thanks to everyone in our community that gives up their time and devotes their energy to the Grand Prix. The focus may be on the 20 drivers, but none of it would happen without your support.

There is a great deal going on, but I feel that we are making some good progress, both at home and on the world stage.

Wishing you a safe, secure, and fun month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

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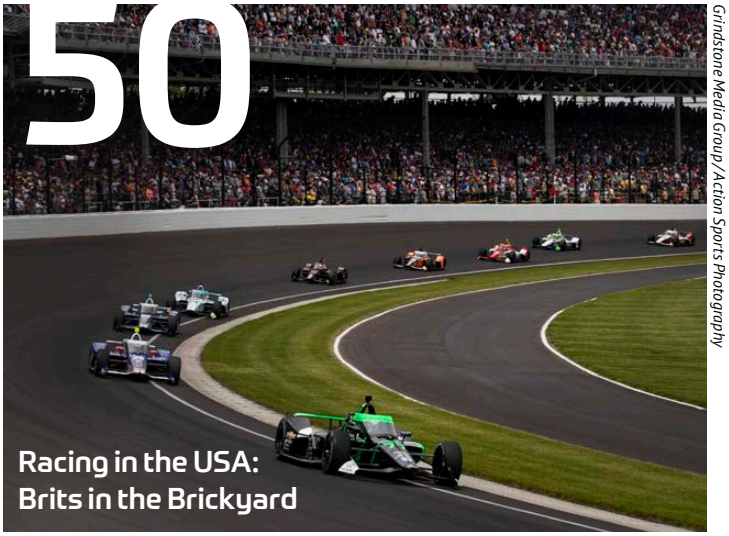
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Racing for the Environment

The increasing importance of environmental issues is piling more pressure on motorsport, but positive actions can change opinions. Will Gray spoke to some of those who are making moves to improve the sport's sustainability

Climate change is affecting everything around us, and motorsport is no different. As the world warms, and evidence points to our impact in accelerating this process, most people are starting to realise that we must act now before it is too late. Fortunately, though, that does not mean hanging up your helmet just yet – it just means racing more responsibly.

For the sake of the sport's future, this issue needs to be quickly addressed, as Motorsport UK's Head of Sustainability Jess Runicles explains: "We have to act because if society keeps going the way we are going, there will not be a planet to compete on. We are seeing the effects of climate change in a very visual way already – the flooding that cancelled the Imola Grand Prix this year is a perfect example.

"In the future, as global warming takes effect, there will be increasing instances where people physically will not be able to race. Equally, there are lots of stakeholders involved in motorsport who know that turning a blind eye is just not acceptable.

Chelmsford Motor Club has put more focus on the environment in recent years and its Sustainability Champion Tony Clements has seen very positive effects. "We have a diverse membership and organise a lot of rallies," he says.

Motorsport is upping its game on environmental sustainability

"Many of us realise we what we need to do and that it is all a part of keeping the future viable, not just in motorsport.

"More and more often we are being asked for environmental information from landowners and other stakeholders. We run the Clacton Closed Road Stage Rally, for example, and in the past sustainability was not on the local council's agenda. After Covid, though, one of their first questions was 'what is your sustainability policy?'

"We have done a lot of work on it and secured a Motorsport UK Sustainable Club Accreditation. We had all the information and I was able to reply straight away. When you are prepared, they are super impressed, so it really improves your standing with those people you are dealing with."

The Vintage Sports Car Club (VSCC) was awarded Motorsport UK's Sustainable Club of the Year in 2022, and their efforts were, in part, driven by the fact that classics are often seen as bad examples. That, says the club's Environmental Sustainability Champion Mark Dibben, is actually not true – but the club has used it as a platform for change.

"The vast majority of vintage cars, certainly pre-war cars, were built before the great acceleration in carbon emissions, they were hand-built, so their carbon footprint is very low. The actual emissions created by the 40 or so events the VSCC runs adds up to just 70 tons of CO_2 a year, which is not much in the grand scheme of things.

>>>>>



Motorsport UK has achieved three-star accreditation with the FIA

James Roberts

"The impression is completely different from the reality, but when one makes a genuine commitment to do something, the impact you can have can be significant. So, given the VSCC is the largest club of its kind in the world, we really felt there was a need for us to get on the front foot with this."

The competition element of motorsport is just the tip of the iceberg when it comes to carbon impact. There are many factors that you might not think of when you attend or run an event, but everything from the emissions caused by driving there to those involved in printing out competitor signing-on forms makes a difference.

Over the course of the last year, the Sustainability Team at Motorsport UK has been working hard on calculating the baseline of emissions for a typical event, for each of the different disciplines run under its banner. Only by understanding what the main issues are can the sport, the Clubs and the individuals involved then begin to tackle the challenge.

"When we consider environmental impact, we talk about buckets of emissions in five key areas," explains Runicles. "That is competition, team logistics, marshals and volunteers, spectators, and the venue. Everything can be attributed into one of those five categories, and we have been using that as a basis to try to work out how much we emit as a sport.

"It has been a huge exercise and we have spent a whole year working with a specialist consultancy which has experience in calculating environmental impacts for sports, talking to different clubs with different disciplines, interviewing them and understanding what a standard event looks like. There are lots of different factors that affect the emissions – for example the type of event, the number of competitors, marshals and so on.

"We have then created algorithms that can calculate a total emissions figure dependant on these factors, and we can then extrapolate that based on licenses and permits. Not all of our events have spectators, and each different type of event has its own different emissions profile, so there is no one-size-fits-all solution."

The target is to use this data to encourage Clubs and individuals to make a change and Runicles adds: "Every club is responsible for their own emissions and there are lots of different things that people can do to help reduce them. Many of them are often quite simple. Often people think it is too hard, but it is not."

Measuring and reducing

As a governing body, Motorsport UK has committed to achieving a 50 per cent reduction in its own emissions by 2030, with the aim of reaching net zero by 2040. Runicles and her team are encouraging others to join in and follow suit, from National and UK-run International Championships all the way to grassroots Clubs.

Environmental impact can be measured by the carbon footprint a Club or event creates through its operations. This is a combination of all the different elements that are involved, including vehicle emissions (recces as well as at event), use of paper, venue electricity, waste (and the emissions created by removing it), and so on.

The VSCC has worked hard on reducing its impact, particularly direct carbon emissions, as Dibben explains: "You start by eliminating all the carbon emissions you can, then reduce those you cannot remove. Then you recover the carbon you emit either through immediate carbon offsetting or long-term carbon capture – and ideally both at the same time."

The electric rally car developed by Myerscough College that entered the 2022 Rali Bae Ceredigion





LATEST NEWS

Sustainable Club of the Year
Vintage Sports-Car Club

After making significant strides forward in its strategy to be more environmentally sustainable, Vintage Sports-Car Club (VSCC) has been crowned the inaugural Motorsport UK Sustainable Club of the Year.

Established to champion clubs that have taken a proactive and impactful approach to environmental sustainability over the year, the Sustainable Club of the Year Award seeks to recognise those in the motorsport community who showcase a commitment towards action, education and behaviour change for their members.

Motorsport UK's decision to recognise the work done by VSCC comes from their determination to keep improving and enhancing their approach to environmental sustainability, while also placing transparency at the heart of their sustainability operations.

Specifically the Club has created a carbon calculator so that they can fully understand the environmental impact in terms of carbon emissions from their events. That means they know precisely where and how to act by avoiding, reducing, and finally offsetting the emissions that arise from their events. This represents a significant technological step forward for the club and will help bolster transparency and accountability which is a critical step in the journey towards a more sustainable future. Moreover, VSCC has collaborated with other clubs to share their learnings in order to support the wider community on their own respective sustainability journeys.

"Sustainability in motorsport is about everyone making a real and genuine contribution to the country's net-zero targets - just precisely by doing what we love"

Coupled with this progress is VSCC's commitment to inspiring younger generations into historic motorsport. The Clubs Board emphasised that widening access and inspiring a new generation of young people into the sport is critical to securing the future of historic motorsport, and moreover, they know that with this comes a very real expectation from younger generations that any claims about environmental sustainability are backed up. This is precisely what VSCC are seeking to do with the continuing development of their carbon calculator.

"Sustainability in motorsport is about everyone making a real and genuine contribution to the country's net-zero targets – just precisely by doing what we love," commented Shannon Hunt, Membership Secretary. "The Vintage Sport-Car Club is immensely grateful to Motorsport UK for their support.

"We hope this tremendous recognition of what the Carbon Emissions Initiative has managed to achieve thus far, with the help of Tree-V and the FBHVC, encourages other motorsport organisations, competitors and even spectators to grasp the remarkable opportunities that exist here for us all."

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The VSCC was awarded Motorsport UK's Sustainable Club of the Year in 2022

Everyone should aim to eliminate emissions – for example, using a solar-charged generator rather than diesel – or reduce them by using fossil fuel in a more efficient way – such as only running a generator when absolutely necessary. It could also involve upcycling products or using more environmentally friendly materials.

"The Club Toolkit is probably the best place to start," says Runicles. "That contains really easy suggestions on how to reduce your impact – things like digitalising documents, car sharing where possible, and advertising the availability of electric car charging points if they are at your venue. There is no one size fits all solution.

"Clubs may think small grassroots events are nothing compared to a major Championship, but they are just different challenges. In a Championship the main emissions are from spectators and logistics – so perhaps people could car share or use public transport where possible; in AutoSolo, for example, it is more about competitor actions – so perhaps people could reduce emissions by not warming their engine longer than necessary."

Runicles champions a reduction-led approach, with carbon offsetting reserved for truly unavoidable emissions – and as Dibben states, if carrying out an offsetting programme, it is important to combine immediate offsetting and long-term capture to deliver a positive solution for all the emissions that simply cannot be avoided.

"A big part of that is fuel and you need to do something, because the reality is that you are still polluting," says Dibben. "You cannot just go 'oh well, we removed what we can, and we are reducing what we can and that's enough' because, no, it's not enough. But if you do it, it is important to do it right.

"Through our programmes, for every tonne of CO_2 the VSCC emits, we recover four tonnes. Half is immediate offsetting through the carbon markets and the other half is through long-term carbon capture in the UK – one tonne in tree planting and the other in peatland restoration, because a number of our events are in and around peatland.

"However, non-fossil fuels are clearly the way to go. One of our members is actually making his own, which we are allowing him to trial. We are also working very closely with a number of other non-fossil fuel providers, including P1. Carbon recovery is only intended as a stopgap until these non-fossil fuels are available commercially."

Counting carbon

To make things simple, Motorsport UK has developed a Carbon Calculator that enables Clubs to enter details of their event and calculate its carbon footprint. Not only does this give a baseline from which to start reducing it, but it can also help engage with wider stakeholders and educate them on the event's environmental impact. It could be a real gamechanger.

"It probably takes around half an hour to go through the calculator for a grassroots event," says Runicles. "Once you get the system set up to answer the questions it becomes really easy and you can make it easier by integrating data collection into things you already do – for example, collecting postcodes and asking how people got there when they sign on.

"The Carbon Calculator is for Clubs, but anything an individual does will be counted for the Club's footprint. So, we would hope that Clubs can encourage the idea that everything an individual member can do supports their Club and the wider community. A Club could even run a 'Sustainable Member of the Year' award to reward positive actions."

The online Carbon Calculator tool, which feeds from and into a growing database, allows users to select a specific discipline, permit type and even a specific venue, if relevant, from a set of drop-down menus. This then pre-fills the form's categories with baseline figures from the Motorsport UK research. Although the process is very simple, for those who find it all a bit intimidating, a number of Motorsport UK volunteers are available to provide support.

Andy Cross, the Environmental Champion at Bath Motor Club, says: "We have found it very effective. The ability to use default figures or record actual figures if you have them makes it very simple to use straight away. It gives you a good feeling for where you should be and on our types of events, we have found that collecting our actual data is very easy."

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The baseline values are split into the five main analysis categories – competition, team logistics, marshals and volunteers, spectators, and venue – and the auto-fed data can then be over-ridden with more specific data, where available, to allow a more accurate picture to be built for that particular event.

The competition section, for example, includes fields for duration, number of competitors, distance of competition, idling time, type of vehicle, fuel consumption, and so on. The logistics section focuses on travel to events, covering things like number of competitors, marshals, spectators, distance travelled, use of trailers and generators.

Once all figures are input, the tool shows the amounts of emissions created in each different sector in graphical and numerical form, in terms of $kgCO_2$, with the ability to drill down further into the detail. If there are multiple events – for example with a series – it provides the ability to develop a set of core assessments, then modify and adapt each one.

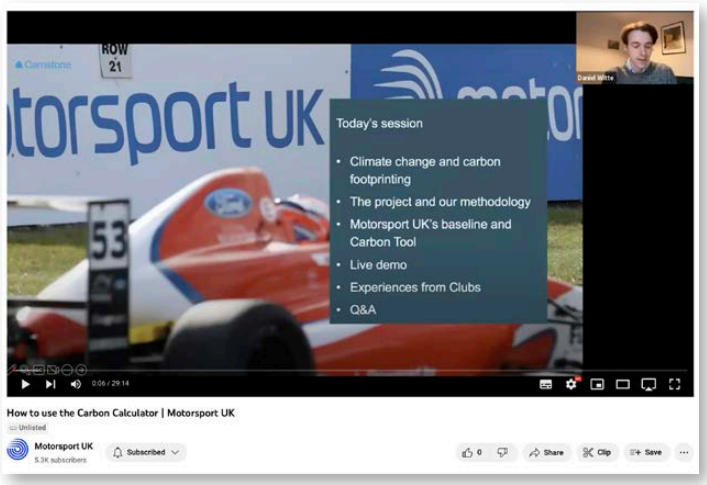
"The Carbon Calculator has made the whole process very straightforward," says Clements, who now regularly uses the tool for his Club's events. "You do not have to go through the whole accreditation process to use it, you just need to register – which it does automatically – and then fill in the boxes. Once you've done one, it's dead easy.

"I would advise anyone using it for the first time to watch the online webinar and fill the form in at the same time, because it takes you through it. You need the details of your event – the number of competitors, miles, organisers, spectators and so on – but that is all basic information that would have as an organiser anyway, then it does the calculation for you."

It is crucial to put the calculations and theories into practice, however, and Bath MC Cross has developed a very simple checklist to ensure all the elements are relevant to the carbon calculator, as well as many other operational sustainability considerations, are planned for and carried out on the event.

"We try to keep it very simple to give minimum added stress to the event organisers," he says. "We have a single page document that is a checklist of everything they need to think about when planning an event. It starts off with planning to avoid any problems with noise, waste, don't introduce any waste, and to estimate the mileage that will be covered.

"When it comes to the actual day, we get them to go through it again and tick off to say that as well as planning them in advance they were actually carried through on the event. And at the end of the event, we collect the actual figures for mileages and note down any problems that occurred and lessons we can learn.



Click HERE to access the webinar on the Carbon Calculator

"We make sure it is an Environmental Management System that covers all the event aspects, not just the mileage. We had to make sure we knew what our scope would be before we set our targets, because it is no good committing yourself to making improvements or controlling something that you cannot control."

Gaining accreditation

Every Club has the potential to become more sustainable, whether that is by making a sustainability pledge, creating a strategy, or implementing certain core policies. Motorsport UK has developed lots of online support documentation to help, and the FIA also has a "Guide for Sustainable Events' which can be found online.

Runicles sits on the board of the FIA Sustainability Commission and helped to roll out the Motorsport UK Sustainability Accreditation, which is aligned to the 3-star FIA accreditation. Many Clubs are now applying for this – the first of which was Bath MC – and the process involves completing the 'Environmental Sustainability in Motorsport' online module and workbook and creating an Environmental Management System (EMS) for the Club.

Clements helped take his club through the application and says: "Often people look at this and think 'oh, I don't really know what I'm doing' but you are walked through the process, and it was relatively easy. You don't need much data; it's just more about understanding of how the whole sustainability thing works.

"We set up a sub-committee to look at the whole club's sustainability with the purpose of acquiring the Accreditation. We developed a Club Environmental Policy Statement that says we, as a club, on all our events, will look at minimising our impact and that we will do an Environmental Impact Assessment (EIA) for all aspects.

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Motorsport events are now assessing all the environmental impacts and taking action to reduce or remove them

Become a sustainability champion

As a club, you can apply for sustainability accreditation from Motorsport UK. To do so, all you need to do is complete a workbook and an E-Module, appoint an environmental champion, develop an Environmental Management System (EMS), and explain the steps you took to implement it, the challenges you faced, the benefits you saw, and the next steps in your plan. When applying, you should be prepared to provide the following information:

- Your overarching approach to sustainability
- How you manage your sustainability initiatives
- Showing how you have measured and/ or reduced emissions from the sport
- Evidence of how you have engaged and educated club members and the local community
- Evidence of partnerships that have supported your journey
- A campaign or programme with an environmental focus
- How your work feeds into to Motorsport UK's sustainability strategy
- Any additional activity that meets one of the 17 Sustainable development goals including inclusion initiatives

To find the course, log into your account on Motorsport UK and visit the Motorsport UK Learning Hub.

"We now have quarterly reviews of that, we have mentors to help event organisers to comply with the club's policy, and we review each event. We now do this for all our events, right from our committee meetings through little 12-cars up to our big British Championship Stage Rally. And we use that as a basis to improve."

At VSCC, Dibben was part of a five-strong sustainability working party and spent six months putting in place a comprehensive sustainability strategy. This included writing a major report which, he says, "really made the case for why it is that it's important for vintage car clubs in general to do something" about the climate challenge.

"As the nominated Environmental Sustainability Champion, I report to the President and the Club Secretary – or for some clubs it would simply be the Chair. The working party looked at all the different emissions the club created and put in place a three-year plan – so not everything has to be done at once, but the club is on a clear, achievable journey."

At Chelmsford, this process involved going through everything with a fine-toothed comb, picking out every little part of the process that caused a negative environmental impact and determining the best way to tackle it. Over time, it has led to some significant changes that have had a positive impact on the environment, but limited effect on the Club itself.

"The priority is to re-use things because the most environmentally friendly thing to do is not to get anything new, but to use what you've got," adds Clements. "For committee, we very rarely have face-to-face meetings now, we have Zoom meetings; we print as little as we can; and a number of us are moving to hybrid or electric cars for course car duties.

"We are looking very closely at the materials we use for signage and all the infrastructure we need for Rallies. It even goes to looking at suppliers. If you've got a burger van for instance, you want to know what their policy is, making sure there's recycling bins at spectator areas and things like that. It's just actually about stopping and thinking about it."

>>>>>

Future fuels

The direct use of fossil fuel – for competition, logistics and competitor, marshal, or spectator travel – is one of the biggest impacts when it comes to carbon footprint. Indeed, globally the emissions caused by transportation is one of the biggest targets for urgent reduction and technology in that area is advancing fast.

The world of motorsport is already exploring a wide range of carbon neutral solutions – including hybrid technology, battery electric, hydrogen and synthetic fuels (also known as e-Fuels). Formula One, for example, has had an electric element for more than a decade (originally as KERS in 2009) while Formula E and Extreme E have pioneered full-electric racing.

Fortunately, for those who want to be more sustainable with their combustion-engine cars, innovation has provided potential options, initially in the form of biofuels and fuels from waste and, ultimately, through the industrial-scale manufacture of synthetic fuels, which can be made from carbon dioxide in the air and water, powered by renewable energy.

Alongside electric and potentially hydrogen, these fuels are an equally important solution for motorsport and already many championships – from F1 to historic racing – are adopting biofuels, with synthetic fuels under development for future potential use. As their production becomes more widespread, grassroots motorsport will benefit from the low-carbon solution that they offer.

Former F1 team technical director Paddy Lowe left the sport in 2019 to develop his own Zero synthetic fuels, which can run in any engine without modification. A member of Motorsport UK's Sustainability Committee, he sees a future where motorsport will become a pioneer in developing many different technologies to replace fossil fuels.

"Motorsport has a history of taking the lead technologically in many sectors and that should apply in the context of sustainability too," Lowe told *Revolution* in 2022. "It is important that motorsport faces up to the core challenge – the combustion of fossil fuels – addressing the consumption of fossil fuels at a fundamental level in a sustainable and scalable manner.

"We essentially have three solutions. We can be all electric, we can be hydrogen powered or we can use liquid fuels like petrol – or a hybrid of one or two of those. In that order, electric, hydrogen, petrol, you progress down an energy density graph, where batteries are 50 times heavier than the equivalent energy within a volume of petrol.

"In a racing context, that is a very significant number. You simply could not build an F1 level of performance in an electric vehicle. What I see in motorsport is that all three solutions will emerge in different contexts. Each has its merits, but I do think that liquid fuels are here to stay for high-energy formats.

>>>>>

Competitors in Rally for the Ages, run by HERO-ERA, were able to complete using sustainable fuel



Will Broadhead

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Make a difference at your next event

The toolkits and guidelines offered by Motorsport UK provide comprehensive suggestions of what you can do to improve your event's sustainability. Here are a few of the headline ideas that you could implement at your next event:

Spectator actions

- Encourage car-pooling before the event
- Set up recycling points on site
- Conduct a survey to find out how people travel to the venue

Fixed venue actions

- Use locally sourced food and have plant-based options
- Carry out local neighbourhood actions

Non-fixed venue actions

- Clean up after the event
- Race without trace

Fuel

- Use sustainable fuels where available and feasible
- Use electric or hybrid, including for race logistics

Legacy

- Review success and positively impact future events
- Use the carbon calculator to evaluate your impact and set targets to improve

To carry out a full event assessment, use the Carbon Calculator **HERE**

"Fully synthetic fuels create a circular process so the fuel, while it emits carbon dioxide on combustion, that same carbon dioxide is reused in due course to make new fuel, so the net carbon is zero, it's completely fossil free, there's no fossil carbon involved, it's all circular carbon via the atmosphere."

So far, limited availably means Lowe's fully synthetic fuels have only been used in demonstrations on Top Gear and most recently in a go-kart at an event run by Damon Hill. Instead, several UK series have taken the step towards sustainability by using biofuels or fuels from waste which, although limited on long-term scalability, are already available in larger quantities.

The ROKiT F4 British Championship certified by FIA, for example, began using Carless fuel in the 2022 season. This contains 20 per cent renewable components – of which 15 per cent is second-generation ethanol content and 5 per cent renewable hydrocarbons. This allows for an up to 18 per cent reduction in the emission of greenhouse gases when compared to current pump fuel.

Runicles says: "At the moment, it is a work in progress. It is a huge strategic pillar for us, but we are very much in the research and discussion phase. We are trying to support adoption of electric vehicles, hybrid vehicles and new technologies such as sustainable fuels, which are a good solution for existing internal combustion engines.

"There is a growing number of options out there for sustainable fuel, so it is so much easier to get hold of them than it was, say, even just a year ago. The price has also dropped. It used to be 5-10 times more expensive. It is still more expensive [than regular fossil fuel], but it is not as disproportionate as it was."

This June, competitors in Rally for the Ages, run by HERO-ERA, were invited to complete the course on sustainable fuel from Coryton. This fuel uses advanced second-generation biofuel manufactured from agricultural waste and was developed specifically for use in vintage vehicles, with an octane number higher than 98 and bio-ethanol content less than one per cent.

There is, of course, a cost issue when it comes to making a sustainability choice as these fuels are developing technologies and are limited in availability and comparatively high in cost. However, those who can afford to be early adopters will lead the way and over time wider use will lead to natural market forces that help bridge this gap.

Runicles advises: "Vintage Bentley are using P1 Fuels in all competition cars at UK events and can buy it in enough volume for it to be delivered. If you are buying smaller volumes, there are different opportunities. It is just a case of doing your research. There are no specific recommended suppliers, just find out what there is out there and get in touch with them."

Lowe believes the sport and the fuel companies like his must act fast and said: "When global warming and the climate crisis escalate further, the things that will come under increasing scrutiny first, and be socially outcast, are optional leisure activities that create fossil carbon emissions. Motorsport is clearly in dead centre to that category."

While motorsport may not have the greatest reputation for environmental welfare, it does have a vast history of problem solving and a wealth of engineering expertise to call on. Just as motorsport has led the way in road safety developments, now it must become the architect of cleaner, greener, competition and pass these benefits on to society.

Just last month Coryton, the fuel company that produces the Sustain brands of fuels, announced SUSTAIN Classic, a fuel designed to replace regular fossil fuel in historic and classic cars – and targeted at the historic racing market. With a balanced blend of advanced additives and sustainable

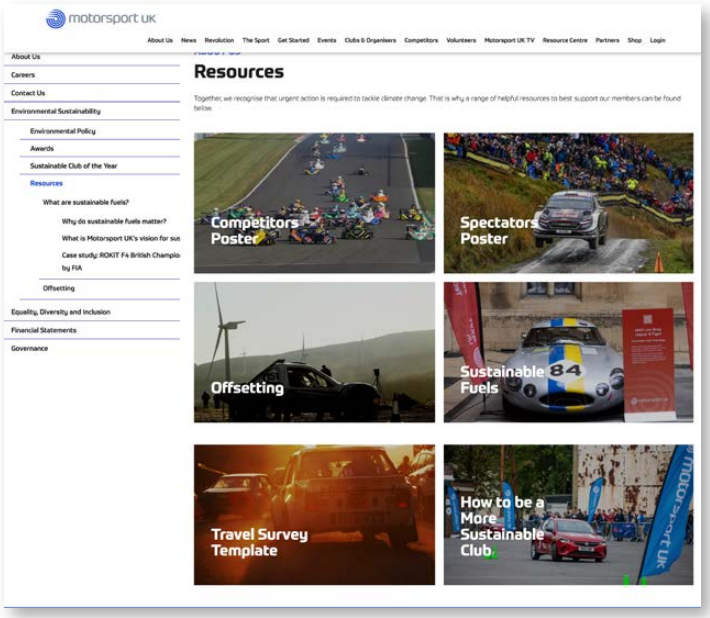
biomass, this fuel offers environmental benefits without compromising on power or relying on an increased ethanol content which can damage engines designed and produced in the 20th century.

Motorists are now able to fuel their vintage vehicles with plant-based petrol, without any modifications to their engines. Of the three grades available, the fuel with the highest sustainable content promises a reduction of at least 65 per cent in greenhouse gas emissions when compared to fossil fuels.

Changing landscape

The evolution of sustainability in motorsport will be defined by many different factors, including Government policy. Motorsport UK closely monitors all external influences to best understand the impact it can have across the sport and proactively develops helpful resources to support venues, competitors, and volunteers.

Each quarter, the Sustainability Committee meets to assess how the sport can adapt to reduce its environmental impact across the board. That includes assessing how new technologies can be embraced to support the transition to net zero within motorsport, alongside how they can benefit the mobility sector in wider society where relevant.



Motorsport UK has a range of resources for Clubs to access



Fossil-free pump fuel is now available from a few producers

Clements concedes that his Club's efforts have received "a mixed response" so far, explaining: "Some people who get it completely understand that if we're not seen to be doing everything we can, their motorsport is at risk. Most people, once you have the conversation, are convinced and supportive."

Cross has had a similar experience with Bath MC and he adds: "We did a survey of competitors at one of our major rallies and around 85 percent of people said they were aware we had an Environmental Management System; they supported it and understood the reasons behind it. Of course, that means 15 per cent don't – but over time that will improve.

"One of our significant environmental aspects is building environmental awareness in general, trying to pass the message on, so we like to publicise what we do as much as we can and get other people to jump on the bandwagon. That could achieve more than anything else we do as a club ourselves – we just need people thinking about it a lot more."

The Carbon Calculator developed by Motorsport UK, says Runicles, is where Clubs should go first, and she explains: "It gives you a clear indication of your emissions and helps you explore how you can reduce them. Offsetting is something you can do with the things you absolutely cannot reduce, but often people see it as a solution and just stop. You have to go further.

"Ultimately, this is all common sense. If you think it is good or bad for the environment, you are probably right. As soon as you understand where your emissions are coming from and you have a plan to reduce them, it will become so much easier. The idea is to treat it like you would anything else – understand it, have a plan, and then go and get on with it."

Every Club and every event is different – but everyone can contribute to making motorsport better for the environment. For more information on how you can help, email **sustainability@motorsportuk.org**

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Peter Riches awarded HRH Prince Michael Award of Merit

Peter Riches, Chief Scrutineer of the British Grand Prix, received the HRH Prince Michael Award of Merit at the British Grand Prix.

Presented by HRH Prince Michael of Kent himself, the award is the highest personal honour made by Motorsport UK and is given in recognition of meritorious service to UK motorsport.

The award recognises not just Peter's 35-year tenure as British GP Chief Scrutineer and his 45-year work in support of the event, but also his far broader contribution to motorsport in the UK.

He was highly regarded as TOCA Technical Director, with more than 30 years in the British Touring Car Championship (BTCC). His involvement within the motorsport industry however goes back to the 1970s when he worked with Lotus on both road and race cars, plus A1GP. He was also FIA Technical Delegate for Super Touring, among other projects.

Riches has contributed generously over the years to a range of committees, including Race and Technical and has been a Training Instructor since 1999 to help bring on the next generation of talent.

While this year is his last as Chief Scrutineer and he will be handing over the reins for 2024, he will still be involved on the team organisation and planning.



Peter Riches with HRH Prince Michael of Kent, FIA Present Mohammed Ben Sulayem, David Richards, plus David Mason and Sam Riches on the F1 scrutineering team



Peter Riches receives the HRH Prince Michael Award of Merit at Silverstone from Motorsport UK Chair David Richards CBE



Bob Kettleboro was honoured at the Motorsport UK officials' dinner at the Silverstone Museum over the British Grand Prix weekend. His contribution to motorsport began over 50 years ago, when he started his officiating journey in 1968. In recent years Bob has been known for his role as Clerk of the Course at the British Grand Prix – an event he first attended as an official in 1973 at Brands Hatch. He has also had stints as a Race Director for GP2 and GP3 (now FIA F2, F3), the Macau Grand Prix, and the British Touring Car Championship.



Photos: Dom Gibbons

George Russell awarded Hawthorn Trophy at the British Grand Prix

Mercedes-AMG PETRONAS F1 Team's British star George Russell was officially presented with the Hawthorn Memorial Trophy at Silverstone.



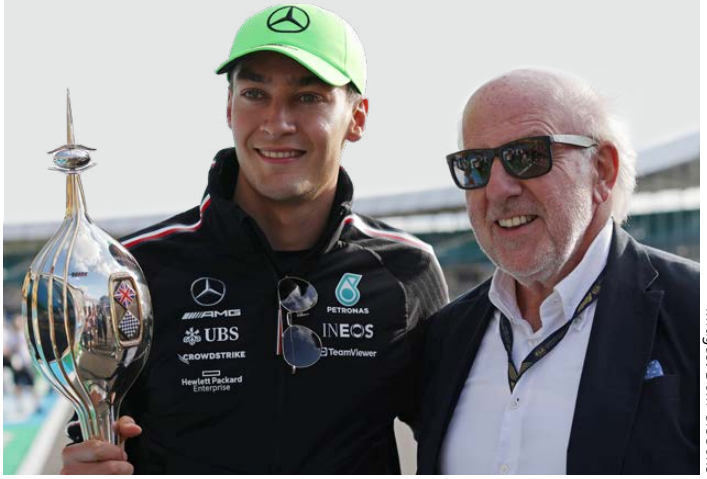
Motorsport UK Chair, David Richards CBE presented the 25-year-old with the prestigious trophy live on Sky Sports F1's The F1 Show in front of the passionate home crowd.

The Hawthorn Memorial Trophy is awarded annually by Motorsport UK to the most successful British or Commonwealth driver in the previous year's FIA Formula 1 World Championship. Russell enjoyed a stellar year in 2022, taking seven podiums throughout the course of the season, including a second place at Zandvoort, and a maiden Grand Prix victory in Brazil on his way to fourth place in the Drivers' Championship.

Russell joins a list of greats including Sir Lewis Hamilton, Sir Stirling Moss, Jim Clark, Sir Jackie Stewart, Alan Jones, Damon Hill, Nigel Mansell, Jacques Villeneuve, and Jenson Button. The trophy was first presented by the Hawthorn family in memory of Mike Hawthorn, who became Britain's first Formula 1 World Champion in 1958 but tragically died in a road accident a year later.

Across the 62-years of the trophy's history, 19 different drivers have won the honour, and on 24 of those occasions the recipient was also World Champion in the same year.

The hallmarked gilt and silver trophy, designed by Goldsmiths' freeman K. Lesson, features a Union Jack and chequered flags and is mounted on a wooden pedestal.



Images: Dom Gibbons

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Ukraine fundraiser nears £50,000

In 2022 Motorsport UK launched a fundraising campaign to purchase an armoured ambulance in solidarity and support with the Federation Automobile d'Ukraine (FAU), the Ukrainian motorsport community and the Ukrainian people. The fundraising campaign has so far raised just under £50,000 with a target of £60,000 required to purchase the vehicle.

Motorsport UK took immediate action on its position with Russian and Belarusian licence holders, and then began fundraising for the armoured ambulance back in May 2022. The vehicle was recently displayed at Bicester Flywheel in June, where donations increased to over £40,000. Further donations to help reach the £60,000 target can be made at **www.gofundme.com/motorsportuk**



F1 Academy Discover Your Drive launched with Motorsport UK and TeamSport

F1 Academy launched F1 Academy Discover Your Drive to media and industry stakeholders at an event in London's Docklands this month.

Announced in June, the global initiative aims to increase the female talent pool in motorsport. It will offer girls and young women the opportunity to take part in entry-level programmes and professional schemes to promote female participation in the sport both on and off track.

The evening marked the launch of the first talent identification programme, F1 Academy Discover Your Drive Karting UK, a national programme in the UK to find and nurture the next generation of young female karters, operated by Motorsport UK and TeamSport.

At the event, held at TeamSport Docklands, a group of nine girls aged 8-12 who have been selected to participate in the pilot programme, took to the track for the first time in front of Susie Wolff, Managing Director of F1 Academy, Hugh Chambers, CEO of Motorsport UK, Dominic Gaynor, CEO of TeamSport, and Greg Smith, Co-Chair of APPG for Motorsport.

They also received valuable tips and advice from F1 Academy drivers Abbi Pulling, Jessica Edgar, Chloe Grant and Chloe Chong.

The pilot programme will be rolled out at six TeamSport venues across the UK for the remainder of 2023. The participants will be supported through the qualifying stages of the British Indoor Karting Championships – an entry level for many British drivers – after completing their training. The programme will scale up to 35 venues next year.



Jessica Edgar and Chloe Grant alongside the nine girls in the pilot programme

ADVERTORIAL



All photos: Charlie B Photography

Action-packed summer

Bicester Heritage's busy events calendar continues

Buoyed on by the success of Flywheel in June, Bicester Heritage is rounding off its ten-year anniversary celebrations with the final Scramble event of the year on the 8th of October. Tickets are on sale for this much-loved autumn finale to the Bicester events calendar, with a full range of classic, collector and race car displays planned across the site.

Birthday Brits will be the order of the day on the main feature lawn by Building 123, with Jackie Stewart being celebrated with thanks to Ford UK and the British Motor Museum at Gaydon. Sir Jackie Stewart won his third and final world Formula 1 title and retired in 1973, 50 years ago in October, and the March-Ford 701 will be among the display – a must-see for motorsport fans and Revolution readers.

Bicester Heritage's 50-plus specialist businesses will also be on-hand for attendees to discover the fascinating blend of skills and crafts that defines the site – from vintage upholstery, classic oils and historic-motor dealers to electric single-seater racing cars, synthetic fuels, and exciting new e-mobility technologies.

Keep an eye out on Bicester Heritage's summer events calendar too, as a whole host of events are set to grace the site in the warmer months – from Rollhard 4.0 returning with a collection of modified machines to PistonHeads 25th Anniversary party, and RADwood 2023 set to celebrate the 1980s and '90s cars and culture. Bicester Heritage's Scramblers membership club will continue to host its monthly assemblies and exclusive members-only events throughout the year.

Across the wider Bicester Motion site, developments are underway, with works soon to begin on Bicester Motion Innovation, a new knowledge economy area offering 230,000sq/ft to accommodate market-disrupting businesses in the mobility space. This new development draws on this desire to be a part of a symbiotic community, translating the successes of Bicester Heritage into a new opportunity, accelerating the development of new technologies in the world of motion in all its forms.



BICESTER HERITAGE

With so many events planned across the summer months, we hope to welcome you to Bicester Heritage soon! Keep an eye on **www.bicesterheritage.co.uk** events for more details

Memorial stone at Rouen-les-Essarts

In February 2021, former motorsport competitor Mike Mitchell set out to honour the name and memory of his friend and co-competitor, Gerry Birrell. Birrell died on the June 23rd, 1973, while he was competing in the F2 Trophee d'Europe, held on the old circuit of Rouen-les-Essarts in France. He was a very highly regarded driver who, at the time of his death, was in talks with the Tyrrell F1 Team. Birrell was one of the few drivers tipped to replace Jackie Stewart who was on the verge of retiring from Formula One.

Alongside racing in single-seaters, Birrell had developed a strong working relationship with Stuart Turner and Peter Ashcroft at Ford. He spent most of his time racing Capris and Escorts, working as the development driver for production cars, as well as the asphalt test driver for the Ford works rally team. Notably Birrell took a Group 2 class win at the Le Mans 24 Hours and second overall at the Spa 24 Hours with the Ford Capri RS. The RS2000 was launched by Ford shortly after the accident at Rouen – a car that Birrell had developed from day one.

The old circuit at Rouen claimed the lives of six competitors – Birrell being the only British driver. It was this absence of a memorial to the racing drivers of the past that caused Mike Mitchell so much angst that he vowed to set it right.

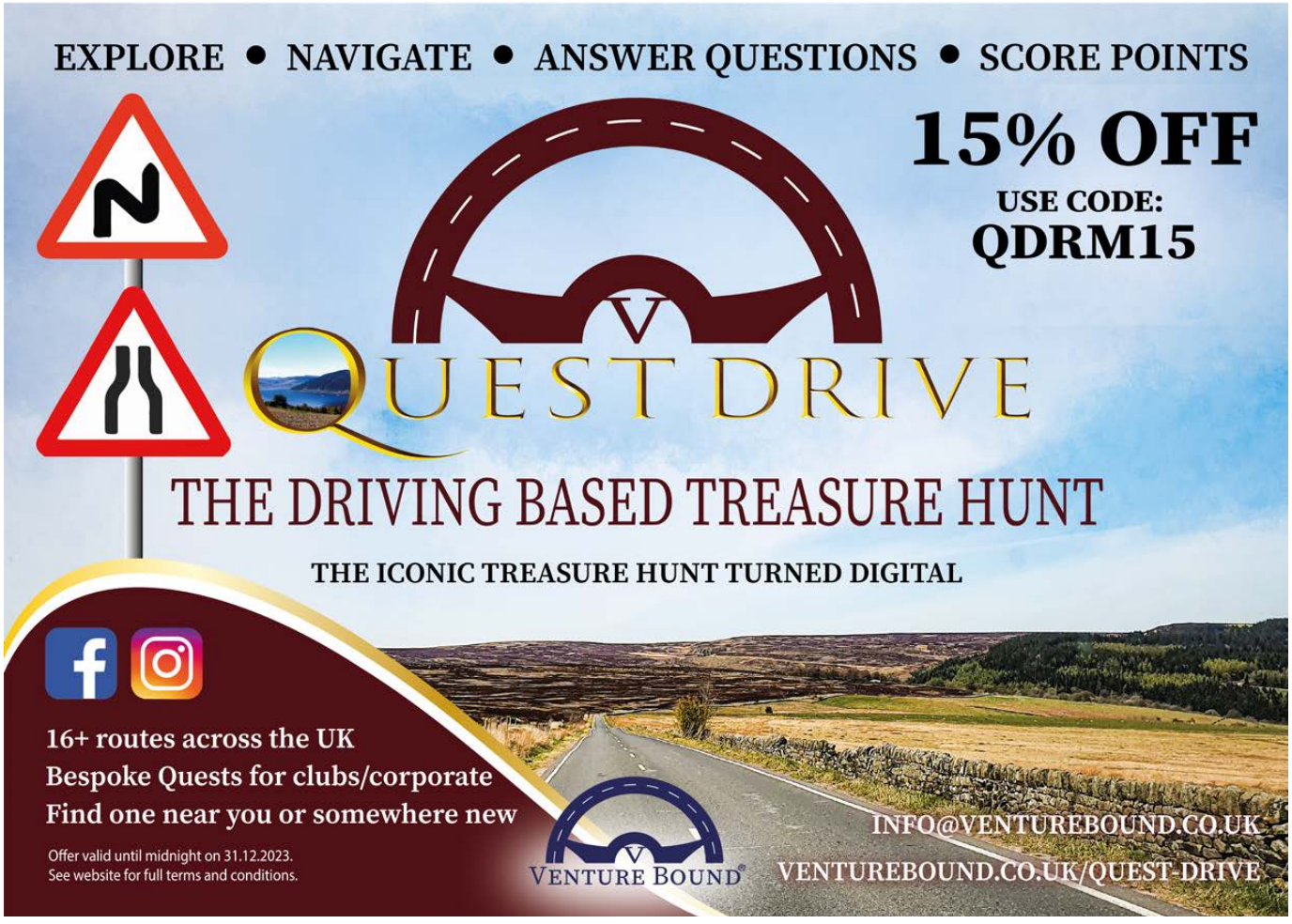
Living in France, Mitchell was well placed to undertake this task, even if it would push his command of the French language to the limit. Having spoken to the Mayor of Orival, where the abandoned race circuit lies, and obtained the permissions required, Mitchell now set about raising the funds for construction of the memorial. Contributions were received from Chevron Cars, the works team that Birrell drove for in F2, the French ASN – Fédération Française du Sport Automobile (FFSA), the Scottish Motor Racing Club, Ecurie Ecosse, Veterans of Scottish Motorsport Association, the British Racing Drivers Club, and Motorsport UK.

The six competitors who are commemorated are:

- Jean-Claude Bernasconi, 1967
- Gerry Birrell, 1973
- François Burdet, 1977
- Denis Dayan, 1970
- Jean-Luc Salomon, 1970
- Jo Schlesser, 1968



The stone pilar was erected at Les-Six-Freres at the beginning of June this year



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New Zealand, Australia and Great Britain are set to compete in the 2023 Tri-Nations Cup, and you could be part of Team GB.

Using the iRacing Ferrari GT3 Evo, pre-qualifying runs for 24 hours – from 9am on 23rd July to 9am 24th July – and the top 10 drivers will be invited to compete for their country against New Zealand and Australia.

The main event is scheduled for 6th August – with two 30-minute races – one using Mount Panorama Circuit, home of the Bathurst 1000, in New South Wales, Australia, and the second race will run on the Silverstone GP circuit.

To compete in the main race each driver must be registered with Motorsports UK and have a paid esports membership.

Prizes include Next Level Racing simulators, with the Regional Award Winners each receiving a Next Level Racing GTTrack Simulator, and the Overall Winner will take home a Next Level Racing Elite Lite Wheel Plate Edition plus a Next Level Racing ES1 Elite Seat.

The main race broadcast will be hosted by Formula Racing Group on **www.youtube.com/@frg-formularacinggroup953**

For further information, see **https://esports.motorsportuk.org/events**

UKFF 1600 ESPORTS CUP

More Details Announced HERE

British F4 Esports Championship – Calendar and new partner announced

The British F4 Esports Championship has increased to eight rounds for this year and will visit the Silverstone GP circuit for the first time. Also onboard is a new partner for the series – Wave Italy.

"Wave Italy are delighted to be partnered with Motorsport UK for the British F4 Esports Championship," added Richard Boughton. "Motorsport UK is the home of motorsport and provides us with a great platform to build on for our state-of-the-art racing simulators". For further details see **www.waveitaly.com/en**

WAVE ITALY

British F4 Esports Championship

Event	Date	Circuit
Round 1	27th September	Brands Hatch Indy
Round 2	4th October	Donington National
Round 3	11th October	Snetterton 300
Round 4	25th October	Oulton Park Int
Round 5	8th November	Silverstone GP
Round 6	15th November	Knockhill
Round 7	22nd November	Donington GP
Round 8	29th November	Brands Hatch GP

Murdoch strikes silver for UK

Will Murdoch wins a silver medal in Olympic Esports race

British sim racer Will Murdoch claimed the silver medal for the United Kingdom at the inaugural Olympic Esports motorsport event in Singapore last month.

Having qualified fifth out of the 10 available spots for global competitors, Murdoch was invited to Singapore for the three-day International Olympic Committee event, which featured cycling, archery, and tennis alongside motorsport.

The motorsport competition, using Sony's hit racing sim Gran Turismo 7 (GT7), featured a pre-qualifying session where only the fastest 12 would progress to the 42-lap final around the game's Deep Forest Raceway in the Toyota GR010 Hybrid '21 World Endurance Championship machine. All of this was in front of a live audience and TV cameras as the event was streamed online.

The car and track combination used in the finale was the same as the 10-day online Time Trial event which determined the 10 finalists. Available to anyone with a copy of GT7 and an internet connection, thousands of hopeful qualifiers took to the imaginary track to break into the crucial top positions required to win a ticket to Singapore. For Murdoch, his time of 1'14.831 put him an impressive fifth in the overall leaderboard – a culmination of "around 3,000-3,500 miles of driving," Murdoch told *Revolution*.

Will Murdoch at the Olympic Esports motorsport event in Singapore



At the start of June, the 10 finalists from around the globe – and a handful of competitors from other countries picked out by some of the FIA's affiliated national motorsport authorities (ASNs) – headed to Singapore for the first-time event, held at the country's Suntec Convention Centre.

On finale weekend Murdoch comfortably made it through the pre-qualifying session on day one, securing his place in the finale. Angel Inostroza of Chile led the qualifying session on race day, taking pole position alongside Kylian Drumont of France, while Murdoch was in third.

The competitors had three tyre choices available for the 42-lap race, offering up multiple strategies throughout. Murdoch and Drumont started on the longer-life medium tyre, while Inostroza opted for the higher-wearing softs.

In the race Murdoch held third place for the majority of the first half, and after the pitstops the top three remained stagnant – Inostroza ahead of Drumont – before the Frenchman attacked and took the lead on lap 35 with some contact later deemed to be a racing incident.



The Suntec Convention Centre in Singapore hosted the live event

On the penultimate lap Murdoch found a way past the now struggling Inostraza, taking second place and holding it to the end – securing silver for the United Kingdom while Drumont took gold for France with the win.

Aside from it being a fantastic result for Murdoch and the UK, the former karter was also impressed, and appreciative, of the entire adventure.

"My experience in Singapore was unbelievable," he said. "Visiting famous attractions like the Gardens by the Bay, Marina Bay Sands Hotel as well as places such as Chinatown was an absolute pleasure. Singapore itself is a fascinating country and I found it interesting understanding how the people go about their day-to-day lives, as well as appreciating their cultural and religious beliefs."

Murdoch's journey to sim racing was initiated by a childhood of gaming combined with a passion for motorsport – and the reality of sim racing and Esports now being a genuine career path for those wanting to compete.

"I got into racing games around the age of five, when I got a PlayStation 3 and Gran Turismo 5," Murdoch said. "Then I got into karting at national level, competing in the Motorsport UK British Kart Championships."

It's no secret that the Esports industry was a rare beneficiary of the pandemic. Its increased popularity during lockdowns around the world has boosted its global visibility, and sim racing's position in motorsport cannot be understated.

"Just as Covid hit, I started to take sim racing a bit more seriously as I knew it was going to be the best way to keep my interest in the sport," he added. "The more I played Gran Turismo the more I enjoyed it – and enjoyed it even more because I was good at it!"

If you are interested in learning more about simulated racing and Esports, Motorsport UK's dedicated Esports website has everything you need on how to get started **HERE**.

And, for those wanting to follow in Murdoch's footsteps, his advice is simple: "Put in the amount of effort that works for you. It could be one hour a day or eight hours a day, but it's all about finding what works for you. I would also say – make sure you enjoy it!"

ADVERTORIAL



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Probite is a new British brand in braking and friction manufacture, run by a team of motorsport and vehicle enthusiasts right here in the UK. As specialists in performance discs, R90-approved pads, and braking accessories, Probite already caters for over half a million vehicle variants, styles and setups and aims to offer affordable braking upgrades to every car and motorsport fan.

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As official partners of the British Rally Championship, Probite is working alongside Motorsport UK and BRC crews in the continued development of its braking products, ensuring that it continues to offer enhancements and innovations from professional motorsport to the thousands of fans and enthusiasts driving on Britain's roads.

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Committee and Advisory Group members

If you would like to shape motorsport, now is your chance. Nominations to sit on Motorsport UK's committees are now open.

A number of Specialist Committees represent various branches of the sport, playing a part in assisting the Council and the Board with strategic planning of the development and future of motorsport.

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

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

Depending on the Committees, the roles may be as a member of the Committee or as a Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings which are held two to three times per year. These are often located at the offices of Motorsport UK in Bicester, and with the exception of some of the larger discipline committees, (Race Committee, Kart Committee and Rallies Committee) most committees will arrange to meet both online and in-person. The appointments are for up to three years, with new members initially serving a two-year probationary term.

Motorsport UK is keen that the committees are made up of diverse voices, and therefore welcome applications from people who may be able to add a different perspective to the debates and discussions. If that could be you, please consider applying.

Applications are sought for the following Committees:

- **Autotest Committee**
- **Cross Country Committee**
- **Disability and Accessibility Expert Committee**
- **Historic Committee**
- **Judicial Committee**
- **Kart Committee**
- **LGBTQ+ Expert Committee**
- **Medical Committee**
- **Race Committee**
- **Racial Diversity Expert Committee**
- **Rallies Committee**
- **Safety Committee**
- **Sustainability Committee**
- **Technical Committee**
- **Trials Committee**
- **Women in Motorsport Expert Committee**

and the following Advisory Groups and Sub Committees:

- **Autocross and Rallycross Sub Committee**
- **Clerks' and Stewards' Advisory Group**
- **Dragster Sub Committee**
- **Kart Technical Sub Committee**
- **Marshals' Advisory Group**
- **Medical Expert Group**
- **Sprint and Hill Climb Sub Committee**
- **Timekeeping Advisory Group**
- **Training Advisory Group**

For the Disability and Accessibility Committee we are also seeking a co-chair with lived experience of being a disabled person in sport to lead our accessibility works team.

How to apply. If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, Motorsport UK welcomes your application. All that is required is your CV which should outline your relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee. Applications should be submitted by Monday 7th August 2023. Please send your CV and covering letter to: **committeeinterest@motorsportuk.org**



Motorsport UK Academy graduates Will Hunt and Toby Goodman took a podium result on the Nürburgring Langstrecken-Serie last month, ranking third in the #501 Adrenalin Motorsport BMW 330i shared with Germany's Klaus Fassbender

Community support

The BRDC Motor Sport Charity supports BRDC Members and people from the wider motorsport community in times of need. Volunteers or employees involved in the participation, promotion, or administration of motorsport, and their families and dependants are eligible to apply for help. The charity supports competitors, marshals, officers, employees at motorsport venues and those involved in the design, construction, testing, repair, and supply of parts for vehicles intended for competition use. Advice and financial grants may be given during times of need due to physical or mental ill health and financial hardship due to youth, age, or disability.

The charity needs your support – scan the QR Code to donate now.



SUPPORTING BRDC MEMBERS AND THE MOTOR SPORT COMMUNITY IN TIMES OF NEED.

Member Benefit of the Month

As DFDS is the Official Travel Partner of the British Rally Championship, Motorsport UK members can now take advantage these exclusive offers.

DFDS has exclusive Motorsport UK offers on routes from Dover to Dunkirk or Dover to Calais, and also from Newcastle to Amsterdam.

- 10 per cent off Dover-France ferry crossings for a car and up to nine people
- 15 per cent off Newcastle to Amsterdam ferry crossings for a cabin and vehicle
- A special mini cruise from Newcastle to Amsterdam, with breakfast included outbound and 33 per cent off the cabin price

Log in to the Motorsport UK Member Benefit portal to book your crossing – **https://memberbenefits.motorsportuk.org/welcome**



MOTORSPORT UK MEMBER BENEFITS

Motorsport UK is committed to putting its membership at the heart of everything that it does. All licence holders are auto-enrolled in a membership programme, which delivers a range of benefits and discounts to the Motorsport UK community.

Discounts are intended to:

- **Provide peace of mind**
- **Offset the cost of competition**
- **Get members closer to the action**

Through the membership programme, Motorsport UK aims to support all levels of the sport and actively encourage grassroots participation across the breadth of the motorsport community.

Log in to the Motorsport UK Member Benefits portal to access these great offers and many more...

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PARTNERS IN PERFORMANCE

Ian and Amanda Anderson met and married through motorsport. Having raced against each other and then as team-mates, they are now developing their own race team



It started with a kiss – well, sort of. Heading into the final corner of a frenetic Caterham race at Cadwell Park, Ian was in the lead and under pressure from Amanda when suddenly he missed a gear. She nudged him, he raced across the line to win and she crossed it sideways in second place a few moments later. What a way to start a relationship!

They were both inspired to get into motorsport initially through Formula One – Ian lived near Snetterton and had the fortune to meet Ayrton Senna at a young age, while Amanda's passion was sparked by drama, watching Martin Brundle's upside-down crash in the Australian Grand Prix with her dad in the early hours of the morning.

Their relationship blossomed, as many motorsport partnerships have, through sharing their mutual interest at Club level. The on-track clash was, in fact, the only time they have ever raced against each other, but the bond that was forming around that time has led to a joint journey all the way to forming a race team.

Early Inspiration

Ian grew up on a farm near Snetterton, with a motorsport-obsessed family, and he remembers the sound of a turbocharged Hart engine drawing him in. "When we were out on the farm, we could hear what was going around the circuit," he recalls. "We knew the people who farmed all the land around it and we could just go there at any time and see what was going on.

"When Senna was in the Toleman, they brought it up for testing. We could tell there was an F1 car going around so we went up to the circuit. Back then, they just welcomed you into the pits, there was no security, and I actually got to sit in Senna's car. When you get hands-on and see the people you read about and see on TV you can't help but be inspired.

"We also lived near the Lotus factory and one day I went to a Lotus Open Day. We had been looking at all the Esprits and Europas, but the local Caterham Club had a load of Sevens there and it was the first time I had ever seen one. It just looked like I thought a car should look and I immediately wanted to build one for myself."

For Amanda, her journey began when a trip to the local kart track at the age of 16 turned her interest into a job – overnight. "The first time my dad took me indoor go-karting I got a faster lap time than him," she recalls. "At the time I did not realise it was probably due to him being a good couple of kilos heavier than me, but I think I did show a bit of talent.

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"Two years later, I entered a karting event at a local track and at the end I turned to the owner and cheekily asked 'you don't have any jobs going, do you?' They said yes, do you want to be a marshal and can you come back tomorrow? So, I did, and I started working on Saturdays, Sundays and in the school holidays. I just got immersed."

In 2004, having seen a TV show about Formula Woman, Amanda decided to apply. She found herself in a Caterham and made it through to the finals. Having never done any circuit racing or testing, she turned up at Pembrey, in November, and won her race. With it came the promise of a drive in a five-race series the following year.

In a last-minute 'surprise', it turned out that £10,000 in sponsorship was needed to secure the drive, so she decided then her racing dreams were over. But in 2011, after saving to go on holiday, she had second thoughts. "I just thought if I don't do motor racing now, I never will do," she recalls. "So, I told my mother I was going to buy a Caterham.

"I expected her to say 'no, you need to put your money into a mortgage and do sensible things', but she turned around and said 'just don't harm yourself, sounds like fun!' I knew nothing about Caterhams, but I found one I could just about afford, got in contact with the guy selling it, parted with a lot of money and he brought it to my driveway."

At the same time, Ian was already some way down the line in pursuit of his dream. As promised, he had built his own road-going Caterham from a kit in 1994 and, having wanted to go racing for years, he was invited to join a friend in a half-day Caterham experience at Brands Hatch. That sowed the seed for the next adventure.

"It was in December, freezing cold, the track was damp but we absolutely loved it," he says. "In fact, we enjoyed it to the point that we booked ourselves onto the afternoon session too. By the end, the instructor seemed to think we had mastered it really quickly and said 'you should see about doing a bit more of this.'



2013 Caterham Graduates Awards

"A fortnight later, I had actually found our first Caterham – a 1.6 Sigma that had been an academy car and was ready to race. It arrived just before Christmas and after doing a year of track days, my friend bought one as well, so we ended up with two near-identical Sigmas, found the Caterham Graduates Club and signed up to do a season."

Having benefited from the help of people around them, by 2010 they were doing most of the work on their cars themselves and starting to look at data and video to understand what makes a car quicker – which in a one-make series like the Caterhams, was mostly down to getting some driving tuition and training, which they did.

It worked, and Ian won back-to-back titles, at which point Amanda joined the field in the 'Classic' class, one below Ian's. She immediately made a mark herself, taking fastest lap in only her second race and putting it on pole in round three. Over time, the pair became friends and when Amanda decide to step up to the Sigma class, they made a deal.

Bidding for Success

"We had got to know each other because we were often pitched quite close together at the track," recalls Ian. "She was talking about moving up and asked us whether we would help her find a car. One came up on eBay and I said, if you are interested in it, let's see if we can buy it and we will get it prepped and ready to go racing for you."



Amanda's first ever race, with Formula Woman in 2005

Amanda picks up the story: "I thought it would be completely over my budget, but it was not, so I started bidding. I missed out on buying it by about £50 so I contacted Ian and said 'oh, I'm really gutted, I missed out on that Sigma I wanted to race against you next year' and he said 'oh, really? I just bought it!"

To this day, Ian insists that Amanda had "assured me she was not going to bid on it" but instead, by being at online loggerheads in a bidding battle, it ultimately cost an estimated extra £1,500! Having bought it, Ian spent a year preparing it into what they hoped would be a championship winning car for the following season.

In 2013, Amanda stepped up to the Sigma class and did, indeed, win the title. Ian stepped up to the new Sigmax class and finished runner-up. When Amanda upgraded her car again in 2014, her work as a school teacher prevented Friday testing and, in a competitive field, despite showing some pace she was unable to be regularly up front.

Towards the middle of that season, they decided to make a change. Ian bought a Ginetta G50 and they tried out Britcar as team-mates for the first time. "We decided it would be much better to race with each other than against each other," explains Amanda, adding that after it proved successful, they then upgraded to a G55 in the GT Cup the following year.

"It was great because you could play it however you wanted," she adds. "There was one longer race where you shared the driving, then two sprint races where one driver did it all. My highlight in the GT Cup was getting pole position at Silverstone and Ian had a few race wins in the sprints, so we managed to get some trophies."

The good results had got them to the sharp end of the championship battle when, in July of that year, Ian had a huge accident at Rockingham. A Porsche spun in front of him and he had nowhere to go. "He pretty much wrote off all four corners and that was the end of our GT racing budget," Amanda concludes.



Celebrating their first GT podium

Teamwork makes the dream work

Ian escaped injury in the crash but after the wipe-out the couple had to seek out some new adventures at a lower price point. They tried Club Enduro in a Ginetta G40 but found the series to be more about the car than the driver, and they also tried MX5s but, despite the exciting racing, it failed to inspire them.

"We had been so lucky to race GT cars but after that, everything just felt a bit slow," explains Amanda. "We decided slicks and wings would be something completely different and, after a couple of test days where we were on the pace, we were getting ready to have a play in Monoposto. Then Covid came along and put an end to that plan."

During their time racing, either on the same grid or as team-mates, they have learned that being married to a fellow racing driver has its ups and downs. Both have similar driving styles, so they can offer each other helpful driving tips, but Ian concedes the stereotypical husband and wife relationship does sometimes come to the fore.

"We do a lot of data sharing and we do listen to advice – although it is not always well received," he laughs. "We have very similar driving styles so we overlay our data tracks and we also have a third person there doing some analysis as well, so we can actually show each other where we can make improvements.

"I will admit, Amanda is probably better at listening to advice than I am, but it helps having a team-mate who you genuinely trust and whose ability you rate. There is an honesty there and it does actually make the relationship a lot easier than if you are in a team with a paying driver and are not quite sure who they are."

As you might expect, they are often asked who is the better racer and, interestingly, both independently come to the same conclusion. "My big passion is qualifying," says Amanda. "It is just you and the machine, driving it to its limit. That is my happy place. He has got far better race craft; he is a bit more aggressive and will probably take more risks."

Ian agrees, but is more vocal in praise of his wife's abilities than she will allow herself to be. "She is quick, there is no question about it," he says. "In fact, I think that if somebody had actually recognised her talent earlier, she could have gone on and been one of Britain's leading female racers in serious categories.

"She is exceptional at putting one really quick lap together. I go back and watch her race videos and every apex, every exit, I do not know how she does it sometimes. She can just put it together for one lap, almost out of the blue. Sometimes she has been a second off in testing then all of sudden it comes together and she is up at the front or even on pole."

>>>>>

Having a joint passion for racing is, both say, the biggest benefit of their relationship. There are no conflicts of interests when one wants to spend a weekend going racing, because the other one does too. However, the fact that both are extremely competitive and successful on track means they must constantly be wary of keeping everything in balance.

"When one of us has a bad session or when one of us has an accident that means the other will not get to race, it can be difficult," explains Ian. "The worst thing about racing with your partner as team-mates is that if you do something that goes wrong, while there is understanding, you are letting the other one down.

"Racing independently is different. In that case, if one of you has a really good weekend and the other has a bit of a shocker, you just have to be mindful of each other's emotions – you might be on a high but your other half may not be not feeling quite as chuffed with motorsport as you are at that given point!"

Amanda adds: "For me, when we were racing together the pressure that if I binned it, he could not go out and race was tough. If I did the first stint, I was always conscious of that. I would err on the side of caution because that is how I am – whereas he has more of a mentality that if he goes off, we will fix it.

"When we are racing on the same grid, it is quite challenging when suddenly there is a red flag. You have that sinking feeling, but you would get that anyway if you were a partner sat in the garage. Ultimately, I think what we have is something really super special and I think we both acknowledge that the motorsport passion we share is really rare."

The next adventure

This year, Amanda and Ian have returned to where they met, in the Caterham Graduates Club, and are back on the grid together. They are racing in different classes, of course, but they are in the same team. In fact, they have not just joined it together, they have set it up themselves having gone 'all-in' to motorsport more than ever before.



Ian and Amanda - Brands Hatch 2023



Amanda with her 2012 British Women Racing Drivers' Club trophies

"Back in November, I wanted to go racing again so Ian suggested we could buy a Caterham and he would spanner it for me," says Amanda. "That lasted a week before he said 'no, I am going to have to buy my own car and race too!' So, we got a pair of Caterhams, and when we started to think about all the transport and kit we needed, we decided to start a race team!"

Having spent his career in farming and the food industry, Ian had sold his business a few years before and had been working on a variety of different short-term projects. He wanted to do something he was totally passionate about and was fortunate to have the funds and the contacts to do so. With this, wAlpha7 was born – and had won its first race within four months.

"I have always enjoyed working on cars and we had talked about doing it for a long time," explains Ian. "We finally made the decision to set up just before Christmas last year. We took a building lease on to start in March and in a very intense 10-week period we went from an idea on a piece of paper to a race team."

They took four cars to Brands Hatch in April, their first race, and one of them won. Now, just six months into the journey, the business is not only running a number of cars, it is nurturing a young driver in Tom Horton, who is leasing a car, and they are also servicing road-going Caterhams for drivers in the area.

So, what are the secrets to its success? "The first thing is to be absolutely clear about what you are reaching out to achieve," begins Ian. "We were adamant that to set this business up, it was going to be Caterham focused, predominantly around racing. Then you need to be brutally honest with yourself about what skillset you have.

"I am not a brilliant engineer – I know enough but I need other people around me – so you have to make sure you have got the right people with a clear set of objectives. And finally, never

underestimate the cost of setting these things up. It is always going cost you a lot more than your original budget, no matter how careful you are.

"You have to be mindful of costs and mission creep – saying, 'oh, it would be nice to have this, or we should have that, or can we afford this' – and you have to be disciplined to try to stick within the budget. The biggest challenge for us, though, was finding a premises. We looked at 20 or 30 units and some just said sorry, motorsport, we don't want it."

Amanda is still working in education as a deputy headteacher, but also applies her organisational, operational and marketing skills to the business. The pair admit they have invested "heavily" to get to this stage, buying a race truck and awnings and doing what they can to get the right professional look.

There is, however, a downside to engineering cars that you are competing against and Ian adds: "You have to be mindful of who you are racing with and be very respectful of that. It is difficult, and we will have to see how we manage that going forwards, but one of the nice things about Caterhams is that it comes down to the driver 99.9% of the time."

Given the pair's clear ambition and drive – they took five cars to a race at Spa in May – the sky is the limit, and while Ian says they are happy working in the world of Caterhams, he reveals he has already been asked to run cars in other series. He concedes that he would never say never, but, for now at least, that 'mission creep' is probably best avoided.

Ian and Amanda have formed the Alpha 7 race team

Amanda, meanwhile, is keen to use the opportunity to encourage more women into motorsport after revealing her disappointment that, more than ten years on from her original foray into Caterhams, there are now fewer women on the grid than there were then – in fact, she is the only one.

"It is odd because you would have thought it would be better, not worse," she says. "That is one of the things I am really passionate about helping with now. For a start, I would like to convince some of the partners, girlfriends, to have a go, and ultimately, to run another female driver, or to have a female race mechanic, would be great.

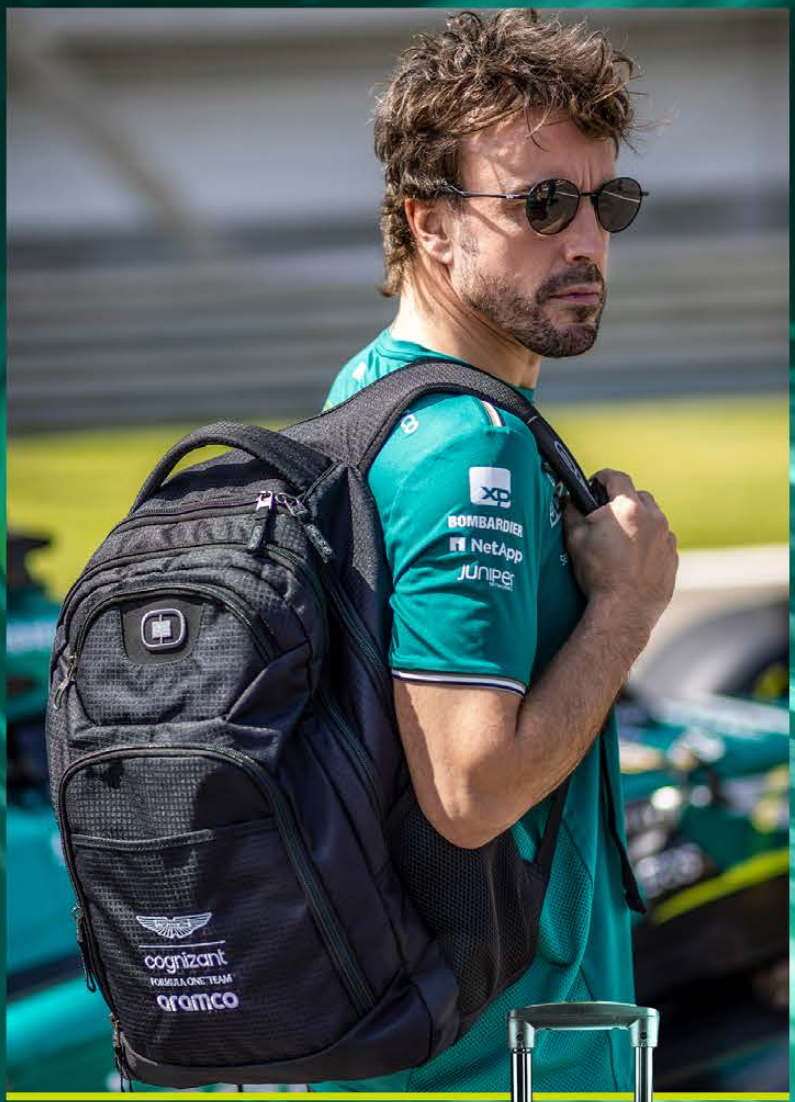
"One of the biggest barriers for females is not having people in the sport to influence the next generation. That is going to take a lot of time. It is not something that you can just click your fingers and all of a sudden there is going to be a female F1 driver because there are just not enough women in grassroots motorsport.

"Hopefully in my years, I will actually see a woman get there. In football, the growth of the women's game has been astonishing and I am seeing that first-hand in schools. When I started in education nearly 20 years ago, you would struggle to get five girls staying to play football on a Friday afternoon after school. Now, we have 75.

"It is absolutely amazing what everyone involved in the game has done to turn that around – and I spend a lot of time thinking about how to do something similar in motorsport. It is literally chipping away at it all the time and using any opportunities to just raise the profile. But you always have to have a goal."



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FUN, FAIR AND SAFE

Stewards are responsible for ensuring that, as far as possible, events are run in a safe and fair manner. Could this be a role for you?

In motorsport, the Steward's main duties are to see 'fair play' and to ensure that the event is being run in a safe manner. For some events, the Chief Steward is appointed by Motorsport UK, with two Event Stewards appointed by the Organising Club. This panel of Stewards will then work together as a team to reach decisions and take any actions required during the event.

For Road or Navigational Rallies, Autotests, Trials and Cross-Country events, there is no Motorsport UK Steward appointed. In these instances, there may be a minimum of one Event Steward (appointed by the Organising Club), but there will always an odd number to ensure a consensus is reached and decisions are not left unresolved.

Those acting as a Steward can have no other official role on the Event and must submit reports on any incidents to Motorsport UK.

Why are Stewards important?

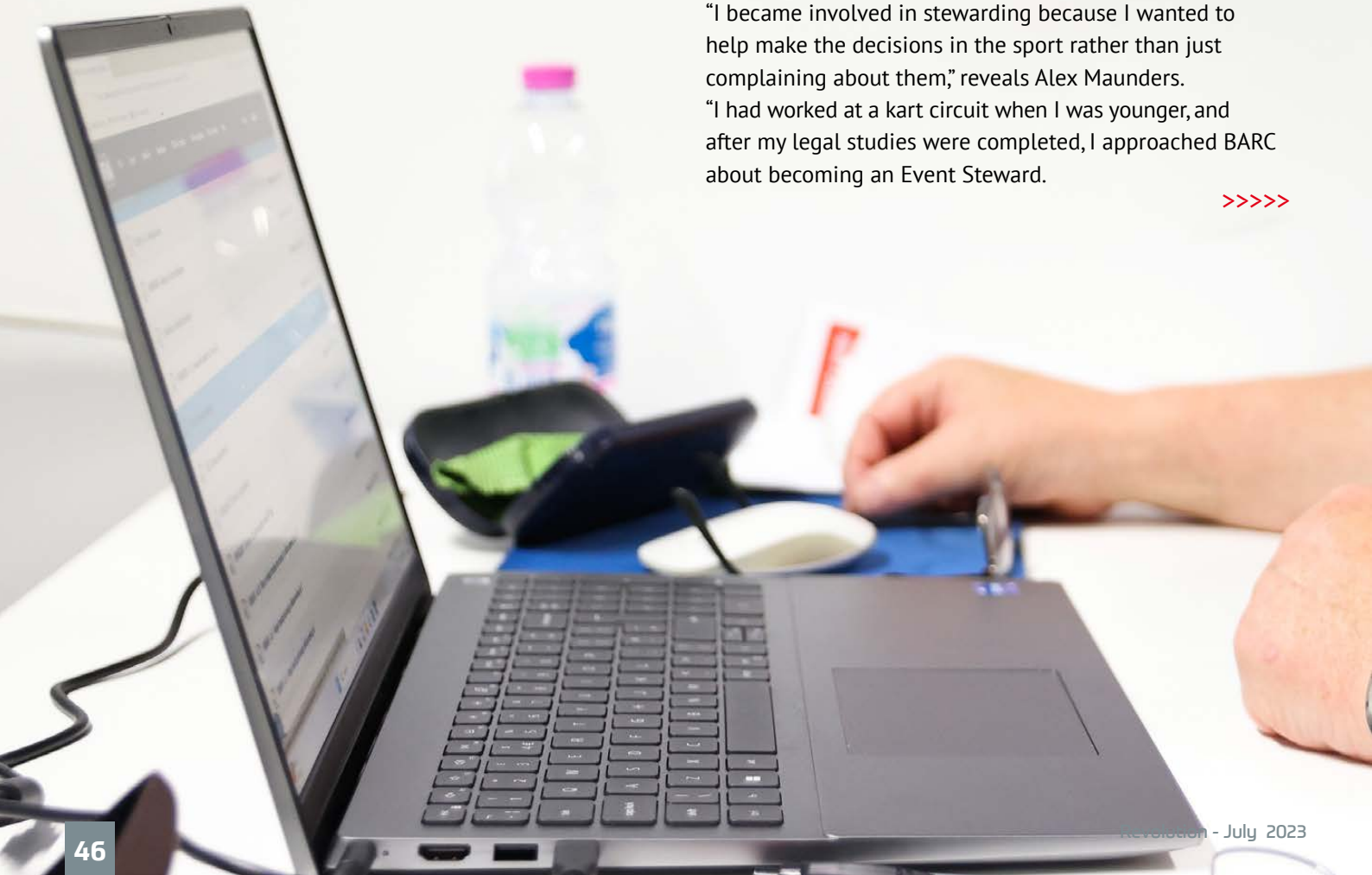
Stewards, whether Event or Motorsport UK, oversee the safe running of an Event, supporting the Clerk of the Course who is responsible for the operational aspects. In the majority of disciplines, they also act as the second judicial body, adjudicating on Appeals against the decision of the Clerk of the Course.

They have overriding authority in matters of safety (except on events where a Safety Delegate is appointed) and ensure that the General Regulations are being upheld.

Event Stewards must be well versed in the organisation and running of motorsport events, so it is necessary to build up experience over a number of years, receiving advice and guidance from those already in the role. It is this experience that is crucial if you want to progress from Event Steward to Motorsport UK Steward.

"I became involved in stewarding because I wanted to help make the decisions in the sport rather than just complaining about them," reveals Alex Maunders.
"I had worked at a kart circuit when I was younger, and after my legal studies were completed, I approached BARC about becoming an Event Steward.

>>>>>





Event Stewards must be well versed in the organisation and running of motorsport events

"I submitted a short email setting out my experience, what I understood the role of a Steward to be, and why I was interested in it. Soon I was invited to observe the Steward panels, and eventually I became an Event Steward. With BARC's support I applied to become a Motorsport UK Steward, and with the assistance of the team and my mentor, I was granted my licence in 2021.

"I have been an Event Steward for British Touring Car Championship (BTCC) support races at Brands Hatch, Silverstone, Snetterton, Croft and Knockhill. I had my first meeting as a BTCC Steward at Donington Park earlier this year, and I have also attended a couple of international events. As a Motorsport UK Steward I have been to Mallory Park with the 750 Club, and last year I was at Brands Hatch for the Formula Ford festival.

"Stewarding affords me the opportunity to consider the regulations and incidents in detail," confirms Maunders, "it's a bit of a busman's holiday!"

Max Earey

An Event Steward needs to demonstrate impartiality, common sense and be able to work as part of a team. Local knowledge and an understanding of the logistics of a motorsport event will be useful, as is some recent experience in the running of events, plus a sound working knowledge of both the event and Motorsport UK regulations.

Karl Peterson has around 12 years of experience as a race marshal. Four years ago, he and his wife Kay were asked to assist the Chief Marshal with some administration at their local circuit. At the same time Karl agreed to take on the role of organising Taster Days for new marshals. "It was these Taster Day experiences," reveals Peterson, "which gave me a good background knowledge of lots of different motorsport roles, while I tried to visit as many people as possible during my tours. My regular interaction with the Stewarding team then prompted a recent invitation to try out the role of Event Steward for myself.

"With motorsport, I have always tried to have a go at any opportunity which comes my way. The experience was fascinating and informative, and I already have a second date scheduled. I have a lot to learn about the role of Steward. My experience has been positive, and the team supportive. This role is an important part of our sport, which ensures fair play for all. If you get the opportunity – go for it!"

If the idea of Stewarding appeals to you, then speak with your local motor club and ask to get involved – they will be happy for the offer of assistance and can help you get up and running. You can also visit the Motorsport UK Learning Hub – which includes an Introduction to Event Stewarding module, outlining the role and its responsibilities.

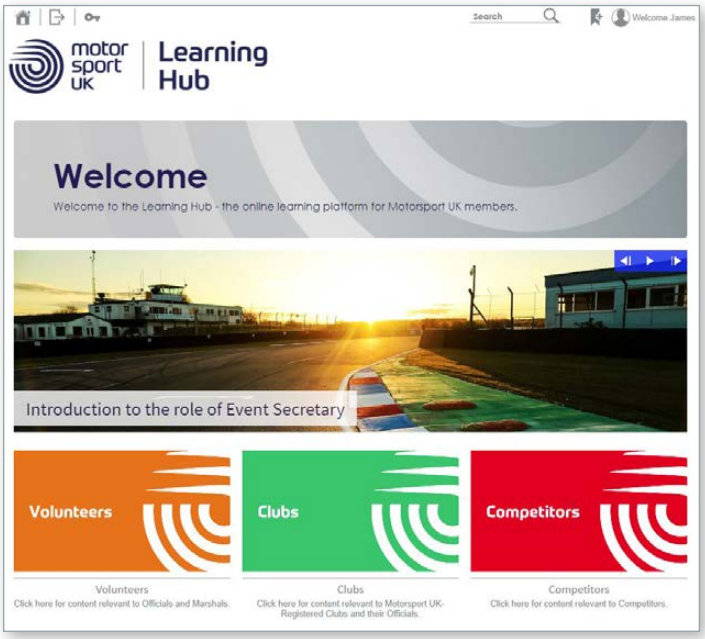
As well as being part of the team running a motorsport event, becoming an Event Steward is a fantastic steppingstone and provides the practical experience needed before becoming a licensed Motorsport UK Steward.

Who are the Motorsport UK Stewards?

Motorsport UK Licensed Officials are appointed to most permitted motorsport events to ensure that they run in accordance with the regulations, which are designed to ensure – as far as reasonably possible – safety and fair play. As a Senior Official, the Motorsport UK Steward must be at least 18 years of age.

Adrienne Watson was the Motorsport UK-appointed Steward at the 2022 Formula 1 Lenovo British Grand Prix.

With a career spanning 30 years, Watson has undertaken numerous roles in motorsport, as she explains. "I was originally a membership secretary for the British Racing Drivers' Club, and I got more interested in the competition side of things.



The Motorsport UK Learning Hub has many resources to help get you up to speed

"I got involved in being the championship co-ordinator for a couple of the championships, then when the BTCC moved to the super touring era, they asked me to go and be championship co-ordinator for that. And from there I went on to do Formula BMW, both in UK and Europe, and World Finals.

"As a result, I got involved in writing regulations. Then, when I had to take a step back from working full time in the sport, and wanted to put something back, it seemed obvious to be a Steward, because most of it is around regulations and interpretations of regulations."

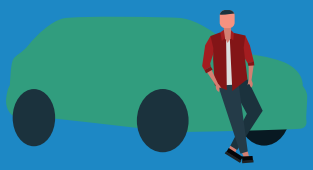
"I went through the training programme in 2012. Since then although I train multi-discipline, I'm mostly doing car racing. The training programme that Motorsport UK have put together is very good in that it will give you a good grounding, everything you need. And then you just really need to go out there and have as much experience as you can. At the end of the day, that's what it's all about."



Adrienne Watson working at the 2022 British Grand Prix

To learn more about Stewarding, and how to get involved, visit **www.motorsportuk.org/volunteers/officials**

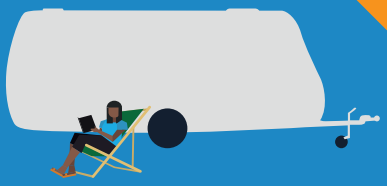
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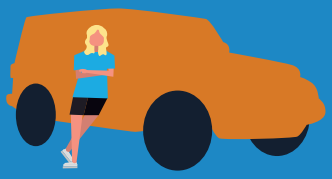
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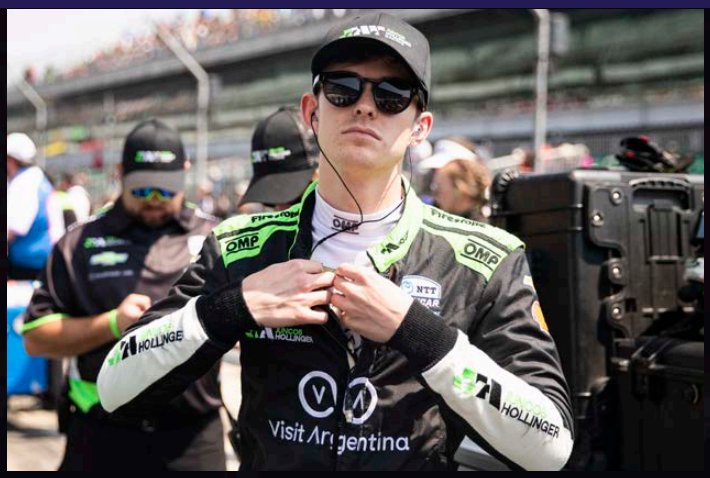
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BRITS IN THE BRICKYARD

Despair, drama, and elation: **Fergus Reed** introduces the British drivers who took on America's 'Greatest Spectacle in Racing'



Ilott, in the distinctive green-and-black #77 Juncos Dallara DW12, had a turbulent build-up to the race



Grindstone Media Group / Action Sports Photography

Callum Ilott: back at the Speedway for his second attempt at the Indy 500

As the green flag waved on last month's 107th running of the Indianapolis 500, IndyCar's flagship race and one of motorsport's 'Triple Crown' events which also includes the Monaco Grand Prix and 24 Hours of Le Mans, three Brits in the 33-car entry could breathe a sigh of relief that they had made the start of the 200-lapper in Indiana.

For **Callum Ilott**, **Jack Harvey** and **Katherine Legge**, the build-up to the Indy 500 – typically long and arduous in itself – was a dramatic affair.

24-year-old Ilott, one year on from a crash mid-way through the Indy 500 which broke his hand, came into race day off the back of a turbulent month of practice and qualifying in which he was essentially 'fighting' his Juncos Hollinger Racing-run Dallara DW12 single-seat race car. Other drivers around him – rookies and veterans alike – commented on how Ilott, who is in his second of three confirmed seasons with Juncos, was brave to even continue driving the evil-handling car.

"Any small feeling you have at 230mph is not a good feeling, and the normal saying is 'if something doesn't feel right, you box (pit)' – that's the way it goes on these ovals," Ilott told *Revolution*. "And every run I just had that. I didn't really have another choice other than keep going out there and trying again, which in hindsight was a horrible situation, but we kept trying to make it work, and I guess that's part of my character and part of the team's character. I was brave for trying."

Then there was Harvey, winner of the 2012 British Formula 3 championship, who only just scraped through to the big race – but knocked out teammate Graham Rahal, son of Rahal Letterman Lanigan Racing team boss Bobby Rahal, in the process. If Ilott was brave, then you would imagine Harvey must've been positively fearless...

"Nobody wants to bump out their teammate, and I'm actually very good friends with Graham as well, so that made it even worse," Harvey revealed. "I was sad for Graham and for his family, and the team... but I want to be in the race!"

After a ten-year sabbatical from the Indy 500, Katherine Legge joined the Rahal lineup in a one-off deal for the great race. An FIA Women in Motorsport commission member and longtime US racer, Legge was born in Guildford, Surrey, but calls the States home and has raced there more than anywhere else. With spells in ChampCar (IndyCar's predecessor) as well as more recent outings in the IMSA SportsCar Championship for Acura, Legge is no stranger to hard racing and tough competition.

Tough it was – she was involved in an unfortunate practice incident which ruled fellow Brit Stefan Wilson out of action for the remainder of the event and, while Legge herself was unscathed, any accident at the Indianapolis Motor Speedway takes its toll mentally. To bounce back and qualify for the race – in slightly less dramatic fashion than teammate Harvey – was impressive.

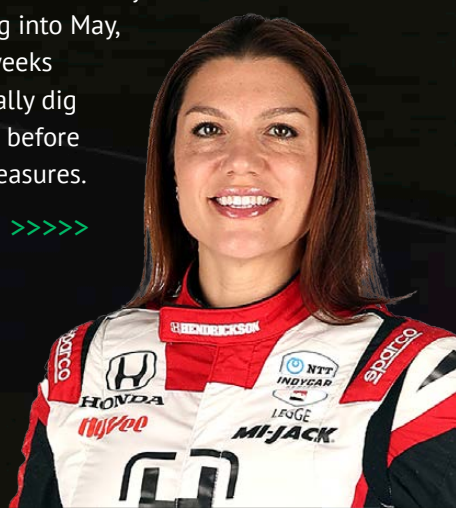
Ferrari Academy driver Ilott, who made his IndyCar debut in late 2021 alongside his F1 reserve driver role for Alfa Romeo, has a patchy history at Indianapolis. The crash in last year's Indy 500, along with a collision with a GT4 car while leading the 2021 Indianapolis 8 Hour GT race for Ferrari (on the road course), would be enough to put anyone off wanting to return to the venue. An 18th-place finish in the IndyCar road course race two weeks before this year's Indy 500, combined with the major issues in practice and qualifying on the Speedway, only added to Ilott's poor record here.

The troubles for car #77 were immediately obvious as far back as day one of the open test in late April. "It was a super windy day, particularly in the afternoon, but in the morning I'd already noticed there was something not right which I wasn't happy with," Ilott said.

"Then, when we got to the afternoon, the problem I was having was exaggerated and I couldn't keep it in a straight line. The car was kind of 'floating' and not following what I was doing with the steering which at 230mph is not very confidence inspiring."

With the second of the two scheduled test days at the Speedway rained off, the team were very much on the back foot going into May, but the race was still four weeks away – allowing them to really dig deep and try to fix the issue before resorting to more drastic measures.

>>>>>



Katherine Legge secured a one-off entry with Rahal Letterman Lanigan Racing

When May's track activity began, however, things were still looking bleak. Ilott continued: "We changed a lot of parts on the car, to increase (statistically) one of them being the cause of the issue, so going into practice week (before the race) we thought everything would be okay, but there was still something not right."

"It was something I could feel, and it took me ages to get the car in a position where I could drive around with confidence, which is just not right, and I'd never had that, and it was a real struggle."

As time passed, some progress was eventually made on the car. Driveability was improved – no longer was it posing an active risk to both Ilott's safety and that of others around him. As race day drew ever closer, however, it was obvious that the fundamental issue now was the speed of the car. While the handling had become less unpredictable, it was still a concern for Ilott.

"We changed the car and made it work, but it wasn't a nice feeling"

Callum Ilott

"We got the car into a driveable position, but it was slow, and not good, and that was one of those things where it was a case of: 'yeah, we can get a car that runs but I'm two miles-per-hour slower than the second-last person' and that wasn't good," he added.

Additionally, any small changes made to the car to increase its pace put it back in dangerous territory when it came to driveability.

"I could barely hit any apexes because I was worried that the car was going to drop down slightly or come up off the line slightly and I just couldn't predict what the car was going to do," Ilott added. "You only need to touch the concrete apron on the inside to be in the wall – an inch wrong and it's game over."

"So, at that point, a decision needed to be made, and arguably now it was too late, and in hindsight I wish we'd done it a lot earlier, so we'd had more time to work with it."

That decision ultimately came on Friday evening after the 'Fast Friday' practice session, so-called as the boost of the cars is increased for qualifying simulations to take place before it gets underway for real on Saturday.



Jack Harvey 'bumped' teammate and good friend Graham Rahal out of the race in qualifying

The decision? Replace the chassis. As Ilott mentioned, it was "arguably now too late" but – undeterred – the Juncos team burned the midnight oil to switch the engine and gearbox over to the chassis used by Ilott's teammate, Argentinian touring car legend Agustin Canapino, in the April test.

Now, Ilott's work was really cut out for him. Saturday dawned and with only a handful of laps in the new car under his belt, it was time to do what others had had multiple days to prepare for – lay down a lap good enough to make the race.

"I was even braver for going and sending something (the new chassis) that I hadn't even tried before qualifying," he added. "It's so hard to get these cars in the right window – you work the whole week on that, to get the car ready for qualifying, but we had to do it in 8-12 laps."

And that's exactly with Ilott did with aplomb. His 231.182mph average placed him 28th, just a fraction behind Canapino and comfortably into the race. It was a gargantuan effort from both Ilott and the team.

Harvey's Rahal Letterman Lanigan Racing machine was never as dangerous to drive as Ilott's Juncos challenger. It just lacked pace. That people were surprised when Harvey, who's been living and racing in the US for a decade, made the cut right at the end of 'Bump Day' qualifying is a tell-tale sign that the speed simply wasn't there to make the grid.

Since moving to the team in 2022 from Meyer Shank Racing, Harvey's had a tough time in the series. There was seemingly some light at the end of the tunnel at the Indy road course race just before the Indy 500, with a strong fourth in qualifying, but that quickly unravelled on race day. Thoughts then quickly turned to preparing for the Indy 500 – the 'Greatest Spectacle in Racing.'

When qualifying weekend arrives, so does 'Bump Day.' An Indy 500 tradition dating back to when the event used to receive significantly more entries than the 33-car capacity, it's lost a bit of its spark over the years as, generally, the entry is around the 33 mark anyway. However, 34 cars turned up in 2023 and with it, one unlucky driver who wouldn't be seeing the green flag. That, of course, turned out to be Graham Rahal.

Speaking about the situation, Harvey was reflective. "As a team, we have four cars out there and three of them in last chance qualifying. So, we can talk about me bumping (out) Graham, but it was pretty poor that we were even in that situation."

Regardless, they were in that situation and Harvey had a very limited window – just four laps – to make his mark. The first flyer wasn't an improvement and, with the engine needing a cool-down period, it was looking less and less likely that the last lap would be any quicker. But Harvey dispelled any notion of that and duly did improve on his last effort – a mere 0.0044s making all the difference.

"It's a day I'll never forget and, if I could say something humble, I'd say I performed well," Harvey added. "It's a high-pressure moment and I'd be okay if we didn't have to participate in Bump Day again!"

"I don't think I've ever felt that level of pressure before"

Jack Harvey

Starting the race from the back, and with nothing to lose, Harvey admitted that the pressure was off. "As big a race as the Indy 500 is, I actually feel the least amount of pressure because there were definitely moments, for a sustained period of time, I didn't think we were going to be in the race. And suddenly we get in, and now for me and the team, the atmosphere is 'well, this is a bonus' (getting into the race), so we can allow and afford ourselves a bit more risk in our strategy."

He was also contemplative of the situation, and very much keeping in mind what motorsport is and should always be about.

"It's been a stressful week, and a stressful month, but racing is meant to be fun. I think that's the number one thing we all need to remember in this moment. We'll go out there, do our best and see where we end up." >>>>>

Remembering Racing Steps

"Without the support of Racing Steps, I wouldn't have ever left karting."

That's the brutal reality of the situation Jack Harvey found himself in early in his racing career. To initiate his move into car racing, in the now-defunct Formula BMW with Fortec Motorsport, he relied on the support and backing of the Racing Steps Foundation (RSF).

"Although I tell a lot of people that my mum and dad live in a nice standard of life, it's not a motorsport standard of life," Harvey commented. "There's a very different wealth comparison between normal living versus what's required to be competitive in motorsport. Karting was our peak, so RSF gave me the opportunity to step in to open-wheel racing (in Formula BMW)."

A brainchild of entrepreneur Graham Sharp, the not-for-profit Foundation launched in 2007 with the aim to 'finance, support and manage the futures of more than 20 of the country's most promising drivers and motorcycle riders as they strive to make it to the top of their respective motorsport ladders.' With the support of the late John Surtees MBE – the only man to claim titles on both two and four wheels – the late karting veteran Martin Hines, and 1992 Le Mans and World Sportscar champion Derek Warwick, the Foundation ran for 10 years and includes Britain's most recent Le Mans winner James Calado among its alumni.

Harvey contested two seasons of Formula BMW, losing the title to Robin Frijns in a controversial decider in 2010 before moving into British F3 with Carlin the following year. It was another two-year programme and, in 2012, he took the championship – beating the likes of current Ferrari Formula 1 driver Carlos Sainz and WEC and IMSA frontrunner Alex Lynn. Europe beckoned in 2013 as Harvey took on the F1-supporting GP3 Series before an opportunity in the USA opened up in Indy Lights. He moved there in 2014, still with the backing of Racing Steps, and has called Indiana home ever since.

Racing Steps folded in 2017 but Havey is eternally grateful. "It gave people an opportunity who otherwise wouldn't have had one – it was all about people who had talent being given the funding to try and make their dream a reality. I'm very grateful for what they have done for me."

The race

It took until nearly the halfway point – lap 94 of 200 – for the race's first incident and subsequent safety car as rookie Sting Ray Robb hit the wall. What had been a quiet opening stanza was quickly turned on its head as Alex Palou, who netted pole position for Chip Ganassi Racing with an incredible 234.217mph average lap speed, was sideswiped by an out-of-control Rinus VeeKay on pit exit.

The leading driver to stay out – and avoid the chaos of a busy pit lane – was Ilott, whose Juncos team opted on a different strategy for him. Having started towards the back and with the race pace of the new car largely unknown, bold strategy calls had the potential to make all the difference. Ilott now shuffled to the front. "I got a little taste of what the race is about! We got a bit lucky on strategy (with the caution) but, at the same time, there were others on a very similar strategy who didn't capitalise as much," Ilott added.

The sight of the black-and-green #77 car leading the Indy 500 was something that had seemed impossible leading up to race day. It was brief – after the restart, the natural pacesetters worked their way back through the field – but Ilott performed well among the quicker cars and showed that he could, in the right machinery, challenge at the front.

"It was interesting – we weren't set up to be running with the front guys, I had so much downforce on the car because I was meant to be 27th in line, so with the amount of dirty air and turbulence, we needed to be running that (low) downforce, so I was just a sitting duck compared to the others."

Once back into a midfield position, Ilott's consistency was impressive, and he crucially kept out of trouble in the chaotic final portion of the race, which featured three red flags after multiple crashes.

"Those last 20 laps were basically the same length as the other 180 that we were doing! It's an interesting one, because you go through such a clean race for so long and then, by the end of it, you're just in this phase of kind of wanting to get it over with. It was three hours – it was intense, it was hot, and the clock's ticking down. And, when you're in a good position, you wonder what's going to happen."

He needn't have worried. When the flag finally waved to Josef Newgarden after a controversial one-lap shootout with last year's winner Marcus Ericsson, Ilott crossed the line 12th – very much a victory in itself for him and the Indianapolis-based Juncos squad.

"It was a great result for us after all the struggles we went through. Once I settled in, I was a good mid-pack car which is what I expected to be, and I was able to fight and make up some places on the restarts and get a great finish in P12! What a great race, it was super nice and rewarding to be in that position and to do everything right when it mattered. It was a pretty spectacular result all things considered!"

Elsewhere, Harvey had a solid run to 18th with a clean, controlled race. Given the lack of car pace all month, it was unrealistic to suggest a top 15 was on the cards, but even breaking into the top 20 was impressive from the 30-year-old from Lincoln. He was also the top Rahal Letterman Lanigan Racing car, finishing just ahead of teammate Lundgaard.

Katherine Legge wasn't so lucky, and a tough May was concluded with an early exit from the Indy 500 with an incident in the pit lane on lap 41.

A bold pit strategy for Ilott helped bring him to the front of the pack



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NATIONAL COURT

The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals

Sitting 10th July 2023
Case No. J2023/14
Mark Heywood KC, Mike Harris, Richard Norbury

Mr Champkin appeared for Motorsport UK.
Mr James appeared in person.

Chris James – Judgment

1. The National Court has considered disciplinary proceedings brought against Mr. James. MSUK bring this case on five grounds.

a. Driving contrary to NCR C.1.1.5 – deliberate contact
b. Contravention of Code of Conduct A.10.1.3 – disrespectful hand gestures
c. Contravention of Code of Conduct A.10.1.4 – deliberate contact
d. Contravention of Code of Conduct A.10.1.5 – combination of (a) – (c) above
e. Contravention of Code of Conduct A.10.2 – aggression represented by the hand gestures and deliberate contact.

2. There is some inevitable overlap between these, but Mr Champkin invites us to look at the totality according to what we find proved.

3. The starting point his ground (b). Mr. James accepts this was an intemperate response to being overtaken by Mr Gee, in the course of which there was minor contact between their cars.

4. Mr. James denies that the subsequent contact between his car in the rear of Mr Gee's car was deliberate. Though Mr James asserts that only he knows the truth of the matter, we are satisfied from the video evidence that this was intended to be a retaliatory, though minor, contact. Any deliberate contact, however minor, is to be deplored.

5. We are also satisfied of the following evidence amounts to admissions of deliberate contact, despite Mr James' argument to the contrary. In the context of an e-mail exchange with Giles Groombridge, Mr. James description of the contact did not suggest that it was an accident.

   "What I would ask you, absolutely between you & me is, if you feel 6 points is fair? YES, I did get far too excited & the hand gestures weren't great, but the contact was absolutely minimal. After never having 1 point on my race licence, 6 seems excessive to me - would you agree or not?"

   Further, in a social media exchange with Mr Gee, Mr James stated,

   "You smashed me with appalling lack of skills in Old Hall, you got your reply at Shell Oils. And try to be a big boy & not go running crying to the clerk of the course crying. An eye for an eye [emoji of winking face blowing a kiss]"

6. Ground (b) being admitted, and grounds (a), (c), (d) and (e) being proved, we impose a penalty of suspension of Mr James' competition licence to midnight on 31st December 2023, concurrently on all grounds. The operation of that suspension will itself be suspended until midnight on 31st December 2023.

7. We order that Mr James will pay £500 towards the costs of this hearing.

Mark Heywood KC, Chairman
10th July 2023

Sitting 10th July 2023
Case No. J2023/15
Mark Heywood KC, Mike Harris, Richard Norbury

Mr Champkin appeared for Motorsport UK

Ms Franklin appeared for Mr Edmundson. (The appeal was brought by Mr Edmundson's parent, Dawn Edmundson, while he was a minor, but he attained 18 years of age by the date of the hearing.)

Max Edmundson – Judgment

1. This is an appeal by Max Edmundson against his disqualification and endorsement of 4 penalty points imposed during the 2023 Milltek Sport Civic Cup championship round at Croft circuit, on 7th May 2023. The disqualification led to the imposition of additional championship penalties that are not the subject of this appeal.

>>>>

2. The circumstances were that the Clerk of the Course considered repeated reports of contact involving Mr Edmundson (the driver of car no. 33) and the report of his overtaking under yellow flags. The decision records that four incidents were discussed.

a. Contact with car 42 at Turn 3.
b. Deliberate crowding of car 42 at Turn 9.
c. Contact with car 42 at Turn 17.
d. Overtaking car 26 under waved yellow flag conditions between Turn 5 and Turn 6.

3. Mr Edmundson appealed to the Stewards of the meeting. The Stewards' decision was to dismiss the appeal and uphold the decision of the Clerk of the Course, reasoning that the yellow flag was "visible to the driver of car 33 and he continued racing against car 26 under the yellow flag."

4. Before hearing this appeal, we considered whether the appeal to this court had been properly brought, but have extended time in the interests of justice, the appeal having been fully and properly prepared and the fee paid, albeit today.

5. In the course of his evidence Mr Edmundson agreed with the proposition that motorsport is a non-contact sport. Little of what we have viewed can be described as hard but fair racing. We say only that the driving standards generally left much to be desired.

6. As to the issues under appeal we approach each in turn.

7. Contact at Turn 3
On the approach to Turn 1, Will Radford, in car 42, passed Mr Edmundson in car 33 on the inside line in what was a clean and controlled manoeuvre, allowing for a slight lockup of his rear wheel that did not cause a loss of control. Despite being compromised by leaving the track to the outside and entering the gravel, Mr Edmundson sought to repass car 42 on the inside as the track narrows appreciably into turn 3. Mr Edmundson described this as "getting the cut back". While car 42 was also compromised exiting turn 2, the video evidence shows that Mister Edmundson was driving into a gap that was rapidly closing as car 42 took the natural line to the apex of the corner and Mr Edmundson was not fully alongside at the point of collision. We are satisfied that Mister Edmundson was predominantly to blame for the contact.

8. Deliberate Crowding at Turn 9
The incident at Turn 3 led to Mr Radford cutting the chicane and re-joining the track ahead of Mr Edmundson. We accept Mr Edmundson's explanation that he anticipated Mr Radford would return the place so as not to take advantage of leaving the track, and although minor contact did occur, we are not satisfied on balance but there was a deliberate attempt to crowd Mr Radford off the circuit.

9. Contact at Turn 17
We take the view by this corner, Mr Edmundson had displayed a lack of discipline and might have been frustrated at the loss of his earlier lead. On the approach to Turn 17, Mr Edmundson had tried to retain a position to the outside of Mr Radford, running wide of the track as a result. On the immediate approach to Turn 17 Mr Edmundson, on his own admission, braked at his usual point taking no account of pick up on his tyres from what he had previously described as the marbles on the track. Mr Redford was ahead on entry to this corner, but Mr Edmundson lost traction and collided with Mr Redford's rear quarter. In this instance the contact was entirely attributable to Mr Edmundson's misjudgement.

10. Overtaking under Yellow Flag Conditions
This incident arose after Mr Edmundson was racing Morgan Bailey in car 26 away from Turn 3, where there had been a similar incident to that described above. Mr Bailey cut the chicane and again, Mr Edmundson expected him to give up the advantage and place. Though aware that there was a stationary car just off the circuit at the marshal's point to their right, the in-car footage shows that Mr Edmundson's attention was mostly on car 26 to his left. As they passed the preceding marshal's post on the left-hand side of the circuit, car 26 was clearly ahead. That post was displaying waved yellow flags. It is clear that, rather than falling behind car 26 until the green flag was displayed, Mr Edmundson passed car 26 and continued at racing speed past the stationary car and marshal's post on the right-hand side of the circuit, where waved yellow flags were also displayed due to the obvious and serious danger presented by the stationary car.

11. Accordingly, we are satisfied that Mister Edmundson did overtake under yellow flag conditions and compounded that offence by failing to pay regard to the dangers presented.

Conclusions

12. We uphold the decisions in respect of contact with car 42 at Turn 3, contact with car 42 at Turn 17 and overtaking car 26 under waved yellow flag conditions between Turn 5 and Turn 6. We allow the appeal against the decision that there was deliberate crowding at T9 but overall, this appeal is dismissed.

13. We consider that the penalty imposed remains proportionate given our findings and the disqualification and consequent imposition of four penalty points is upheld.

14. For the same reasons of proportionality, we make clear that the whole of the appeal fee is forfeit.

15. Mr Edmundson is to make a contribution to the costs of this appeal in the sum of £500.

Mark Heywood KC, Chairman
10th July 2023

Sitting 10th July 2023
Case No. J2023/16
Mark Heywood KC, Mike Harris, Richard Norbury

Mr Champkin appeared for Motorsport UK.
Mr Leslie did not appear and was not represented.

Grant Leslie – Judgment

1. The National Court has considered disciplinary proceedings brought against Mr Leslie. Mr Leslie did not appear before us. In email correspondence, he explained that he would not be attending this hearing and has submitted a detailed statement. In the circumstances, we considered it appropriate to proceed in his absence.
2. The allegation is that Mr Leslie displayed aggressive and threatening behaviour towards officials and competitors at an Ultimate Karting Championship event at Three Sisters kart circuit on 18th June 2023, where his son was competing. Though UKC Championship events are independent of Motorsport UK, as the holder of a Motorsport UK licence (314051) General Regulation A2.2.1.3 provides that Mr Leslie is subject to the jurisdiction of Motorsport UK for behaviour that would, if proved, amount to a breach of General Regulations In this case, the relevant General Regulation is H6, acts prejudicial to motor sport.
3. In summary, Mr Leslie's son had received warnings and, finally, been shown the black flag for contact with other competitors in the final race. On the evidence before us, that decision of the Clerk of the Course was supported by other marshals and officials. After all the racing had ended, Mr Leslie expressed his criticism of the black flag decision to the race officials and mistakenly suggested that his son had been black flagged by the same clerk the year before. Whether mistaken or not, the merits of the black flag decision are only background to what we have to decide.
4. Mr Leslie's behaviour grew more aggressive. Witnesses describe his behaviour as a heated and verbally aggressive attack, while he squared up to the Clerk, Mr Heath, fists clenched and lunged towards him before others intervened. At the time, there were approximately 12 people inside the UKC awning where this took place.
5. The most serious aspect of Mr Leslie's behaviour is the allegation, made by seven witnesses who provided statements to this hearing, that he threatened to go to his van and drive it through the awning. He then went to the van and though he did not carry out the threat, sat in the driver's seat with the engine running, causing those in the awning to fear that he might make good the threat as Mr Leslie continued to 'eyeball' the awning for several minutes. Mr Phelan, the event organiser was so concerned for the safety of those present that he advised them to stay together for safety.
6. In his written statement, Mr Leslie was critical of the officials, but disputes that he behaved aggressively. He explains that he may have appeared tense because he suffers from arthritis and after a day assisting his son's racing his arms and hands feel the effect and ache, but nothing he did was intended to be aggressive. He describes saying words to the effect "get out of my way, I'm coming through," as he left the awning in a state of anxiety. Mr Leslie admits turning around to face the awning and saying, "and no, it's not done," out of frustration that he was not being listened to. CCTV shows Mr Leslie turning and making a clearly aggressive pointing gesture that Mr Leslie does not explain in his statement.
7. Mr Leslie suggests that the statements of the witnesses who have described his behaviour as aggressive and threatening are "glorified" and stretch the truth to the point of defaming him. On the material before us, we reject that. We are satisfied that Mr Leslie did behave as alleged and that the charge is proved.
8. For these reasons, Mr Leslie's licence shall be suspended for 12 months from 10th July 2023.
9. Mr Leslie is ordered to pay £500 towards the costs of this hearing.

Mark Heywood KC, Chairman
10th July 2023

Sitting 10th July 2023
Case No. J2023/17
Mark Heywood KC, Mike Harris, Richard Norbury

Pablo Jequier Moreno – Judgment

1. Mr Moreno has accrued 12 penalty points on his competition licence, as follows.

Date	Breach	Number of points
10/04/2023	Q12.21.4	2
06/05/2023	C1.1.6	3
28/05/2023	C1.1.6	4
28/05/2023	C.1.1.6	4

2. The case comes before the National Court in unusual circumstances. Previously, National Competition Rule C2.1.8, which governs the suspension of licences where 12 points have been accrued in a 12-month period, would have led to Mr Moreno's licence being automatically suspended for three months. However, that regulation was amended into its current form with effect from 1st July 2023. That date was chosen as a nominal date in order to give the earliest effect to the amendment. In those circumstances, MSUK has exercised its discretion to bring these proceedings under the amended form of the regulation.
3. While the imposition of any suspension is now for the court, rather than by operation of the regulations, we feel that it is appropriate to impose a 3-month suspension in this case. Accordingly, Mr Moreno's competition licence (currently suspended from 28th May 2023) is suspended until midnight on 27th August 2023.
4. Though the amended regulation is silent on this point, we understand that it was intended that the suspension should result in the accrued points being expunged. We would approve that, but it is for MSUK to make this clear in the National Competition Rules hereafter.
5. In these exceptional circumstances, we make no order for costs.

Mark Heywood KC, Chairman
10th June 2023

Sitting 10th July 2023
Case No. J2023/18
Mark Heywood KC, Mike Harris, Richard Norbury

Technical eligibility appeal, Porsche Club Motorsport Boxster Cup, Sarah Wood – Judgment

Introduction

1. This eligibility appeal concerns the catalytic converter fitted to Ms Wood's Porsche Boxster while competing in the Porsche Club Motorsport Boxster Cup championship round at Anglesey circuit on 21st May 2023.
2. Following post-race examination, Mr Clive Morse, the eligibility scrutineer, found that the part in question did not comply with championship regulations 22.2 and 35.4. He described the non-compliance in these terms.

   "Catalytic converter not standard Porsche part. Length of catalist (sic) should be 135mm. Is 95mm. Diameter should be 109mm. Is 102mm."
3. Accordingly, Ms Wood was disqualified from the event. An appeal to the Clerk of the Course to find exceptional reasons not to impose the disqualification failed. Ms Wood now appeals to the National Court on the grounds that the definition of 'standard' within regulation 22.2 of the Porsche Club Motorsport Boxster Cup Series is ambiguous and departs so significantly from the MSUK yearbook definition of 'Standard Pattern part' that the test for non-compliance adopted by the scrutineer in examining the catalytic converter purely by reference to the length and diameter of the casing was misplaced.

The Regulatory Framework

4. Championship regulation 22.2 is part of the introduction to the technical regulations. It provides,

   "For the purposes of interpretation, the term 'Organisers' shall refer throughout these regulations to the Porsche Club Motorsport Ltd, unless specified otherwise. In these regulations 'standard' shall mean in accordance with all respects (whether as to shape, size, material, manner of construction or otherwise) to the manufacturers recognised U.K. specification for the model or item in respect of which the expression is used."

   Championship Regulation 35.4 provides,

   "Exhaust manifolds including catalytic converters must be standard for registered model."
5. It is also necessary to have regard to Motorsport UK General Regulations D8 and Section (B) Nomenclature and Definitions.

D8.1. *All events are governed by the following Regulations.*

D8.1.1. *The General Regulations of Motorsport UK which may hereafter be referred to as these Regulations or GRs (A.2.2).*

D8.1.2. *The Supplementary Regulations, which may hereafter be referred to as SRs, published prior to the acceptance of entries by the club organising the event, which may hereafter be referred to as the Organisers. Any SR not in conformity with the GRs shall be null and void.*

(B) Nomenclature and Definitions.

Standard Part. *Is a part, the specification, features, location, and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of car as shown on the entry form.*

Standard Pattern Part. *Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.*

Discussion

6. Accordingly, the eligibility of the part in question must be addressed as follows.
7. Firstly, is CR 35.4 in conformity with GR D8.1.2 and the MSUK definition of a 'standard part'?
8. We consider that although CR 22.2 does not simply adopt the terminology of MSUK's definition of a 'Standard Part', its language is synonymous, and the championship regulation is in conformity with the General Regulations.
9. Secondly, is the catalytic converter in question 'standard' for the registered model, i.e., in accordance with all respects with the manufacturer's recognised U.K. specification for the model or item?
10. It is not contested that the catalytic converter in this case was not a Porsche original equipment manufacturer (OEM) part. It is manufactured by BM Catalysts and is type approved for road use. It does not bear the acceptable Porsche parts number and the length and external diameter of the section containing the catalytic converter were found to be of different sizes. On the evidence submitted to us, it is in fact more restrictive than the Porsche OEM part, leading to reduced performance in comparison. It has a nominal 400 cells per square inch where the Porsche OEM part has a nominal 280 cells per square inch.
11. Performance advantage or disadvantage aside, it is clear from this evidence that the BM part does not accord with the definition of 'standard' within CR 35.4 and 22.2 since it does not accord with (at least) the cell density of the manufacturer's recognised U.K. specification.
12. Performance of course, is only one consideration. Cost is another and the BM part is, we are informed, considerably cheaper than a Porsche OEM part. We recognise that some competitors might be willing to trade a minor loss of power for such a cost saving but it should be clearly understood that it has never been suggested that this part was fitted other than in good faith and an apparently widely held interpretation of the regulation now called into question.
13. In her written submissions, Ms Wood addressed the fact that the championship regulations provide 3 definitions of parts: 'original', 'standard' and 'standard pattern'. She contends that 'standard' in this context therefore implies the use of a non-original Porsche part. We have considered this argument, but it has not assisted us as to the definition of 'standard' in the regulations under this appeal. It is not for us to interpret regulations where, for example, 'original' is used in the sense of being present from the beginning as well as what might be interpreted as 'standard', and 'standard pattern' only appears once, in relation to windscreen glass and does not refer to 'part'.
14. While Ms Wood has presented a persuasive case as to how she submits the regulations should be interpreted, so as to render this part compliant. We regret that we are unpersuaded. The regulations are sufficiently clear that if the authors had intended another interpretation, the regulations could have been drafted accordingly, or could be amended for the future. We have to interpret the regulations as written. We cannot impose our view of what the underlying intention was or should have been. Where there is ambiguity, it is also important to have in mind Championship Regulation 22.1,

    "22.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. If in doubt – ASK."

15. We are grateful for the detailed and carefully argued submissions presented, not all of which by any means have been referred to here, but all of which we have considered with care. We are conscious that this appeal is effectively identical to that brought by Zoe Kyle-Henney (J2023/19) and that both appellants have to some extent adopted one another's submissions. We have also kept that in mind.

Conclusions

16. For the reasons set out, we find that the BM part in question was not 'standard' within the meaning of the regulations and this appeal is dismissed.
17. The appeal fee is forfeit, but we make no further order as to costs.

Mark Heywood KC, Chairman
10th July 2023

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Sitting 10th July 2023
Case No. J2023/19
Mark Heywood KC, Mike Harris, Richard Norbury

Technical eligibility appeal, Porsche Club Motorsport Boxster Cup, Zoe Kyle-Henney – Judgment

Introduction

1. This eligibility appeal concerns the catalytic converter fitted to Ms Kyle-Henney's Porsche Boxster while competing in the Porsche Club Motorsport Boxster Cup championship round at Anglesey circuit on 21st May 2023.

2. Following post-race examination, Mr Clive Morse, the eligibility scrutineer, found that the part in question did not comply with championship regulations 22.2 and 35.4. He described the non-compliance in these terms.

   "Catalytic converter not standard Porsche part. Length of catalyst should be 135mm. Is 95mm. Diameter should be 109mm. Is 102mm."

3. Accordingly, Ms Kyle-Henney was disqualified from the event. An appeal to the Clerk of the Course to find exceptional reasons not to impose the disqualification failed. Ms Kyle-Henney now appeals to the National Court. In summary, she submits:

   i. that there is no requirement in the championship regulations that the catalytic converter must be a Porsche part.

   ii. The measurements taken by the scrutineer did not relate to any regulation, specifically that they relate to the housing, not the catalyst itself.

   iii. That there is no evidence the catalyst (within the casing) was not identical to the pattern part.

   iv. There was no performance advantage.

   v. The regulations distinguish between Original Porsche parts and standard parts.

   vi. Past approval of the part by other officials.

The Regulatory Framework

4. Championship regulation 22.2 is part of the introduction to the technical regulations. It provides,

   "For the purposes of interpretation, the term 'Organisers' shall refer throughout these regulations to the Porsche Club Motorsport Ltd, unless specified otherwise. In these regulations 'standard' shall mean in accordance with all respects (whether as to shape, size, material, manner of construction or otherwise) to the manufacturers recognised U.K. specification for the model or item in respect of which the expression is used."

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5. It is also necessary to have regard to Motorsport UK General Regulations D8 and Section (B) Nomenclature and Definitions.

   D8.1. *All events are governed by the following Regulations.*

   D8.1.1. *The General Regulations of Motorsport UK which may hereafter be referred to as these Regulations or GRs (A.2.2).*

   D8.1.2. *The Supplementary Regulations, which may hereafter be referred to as SRs, published prior to the acceptance of entries by the club organising the event, which may hereafter be referred to as the Organisers. Any SR not in conformity with the GRs shall be null and void.*

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Discussion

6. Accordingly, the eligibility of the part in question must be addressed as follows.

7. Firstly, is CR 35.4 in conformity with GR D8.1.2 and the MSUK definition of a 'standard part'?

8. We consider that although CR 22.2 does not simply adopt the terminology of MSUK's definition of a 'Standard Part', its language is synonymous, and the championship regulation is in conformity with the General Regulations.

9. Secondly, is the catalytic converter in question 'standard' for the registered model, i.e., in accordance with all respects with the manufacturer's recognised U.K. specification for the model or item?

10. It is not contested that the catalytic converter in this case was not a Porsche original equipment manufacturer (OEM) part. It is manufactured by BM Catalysts and is type approved for road use. It does not bear the acceptable Porsche parts number and the length and external diameter of the section containing the catalytic converter were found to be of different sizes. On the evidence submitted to us, it is in fact more restrictive than the Porsche OEM part, leading to reduced performance in comparison. It has a nominal 400 cells per square inch where the Porsche OEM part has a nominal 280 cells per square inch.

11. Performance advantage or disadvantage aside, it is clear from this evidence that the BM part does not accord with the definition of 'standard' within CR 35.4 and 22.2 since it does not accord with (at least) the cell density of the manufacturer's recognised U.K. specification.

12. Performance of course, is only one consideration. Cost is another and the BM part is, we are informed, considerably cheaper than a Porsche OEM part. We recognise that some competitors might be willing to trade a minor loss of power for such a cost saving but it should be clearly understood that it has never been suggested that this part was fitted other than in good faith and an apparently widely held interpretation of the regulation now called into question.

13. In her written submissions, Ms Kyle-Henney commences with the proposition that this is a cost-conscious, one-make championship in which the use of compatible pattern parts is appropriate and in keeping with the aims of the championship. Further, that as a one-make championship, there should be no ambiguity in distinguishing Porsche OEM and other parts.

14. Ms Kyle-Henney addressed the terminology used in the championship regulations. Specifically, that there is no stated requirement for the catalytic converter to be a Porsche original equipment manufacturer (OEM) part, while other regulations addressing headlamps, door mirrors and elements of the induction system must explicitly be 'original' or 'as manufactured'.

15. Further, it is submitted that the definition 'standard' in the regulations is ambiguous and, in this context, should be read as encompassing 'standard pattern', as defined in the MSUK General Regulations. The core of her argument is that if it was intended that the catalytic converter should be a Porsche part, it would say so as it does elsewhere, and the ambiguity should be resolved in favour of the use of a non-Porsche part. That submission has force but does not assist with the interpretation of 'standard' in this context.

16. It is unfortunate that previous efforts within the club (apparently in April 2023) to clarify how the regulations in respect of catalytic converters should be interpreted were not followed through. If they had, this and another appeal before us might have been unnecessary. However, in our view, the regulations are sufficiently clear that if the authors had intended another interpretation, the regulations could have been drafted accordingly, or could be amended for the future. We have to interpret the regulations as written. We cannot impose our view of what the underlying intention was or should have been. Where there is ambiguity, it is also important to have in mind Championship Regulation 22.1,

    "22.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. If in doubt – ASK."

17. We are grateful for the detailed and carefully argued submissions presented, not all of which by any means have been referred to here, but all of which we have considered with care. We are conscious that this appeal is effectively identical to that brought by Sarah Wood (J2023/18) and that both appellants have to some extent adopted one another's submissions. We have also kept that in mind.

Conclusions

18. For the reasons set out, we find that the BM part in question was not 'standard' within the meaning of the regulations and this appeal is dismissed.

19. The appeal fee is forfeit, but we make no further order as to costs.

Mark Heywood KC, Chairman
10th July 2023



Lessons Learned... with Ben Collins

Ben Collins began competing in motorsport almost three decades ago, rising up the ladder through Formula Vauxhall Junior and the then British Formula 3 before heading to the US to drive in Indy Lights. He then moved into sportscars and also won the stock car based ASCAR series in 2004. His later years involved GT racing and, most recently, the Praga Cup. He is also known for his former role as 'The Stig' in BBC's *Top Gear* and has been a stunt driver for many James Bond films. *Revolution* caught up with him to discuss some of the biggest lessons he has learned on and off the track.

1 Balance risk with reward, Formula First, Snetterton, 1994

I was in my first season of racing, I had written off three cars, and I was on my last life. There was clearly no common sense between my ears! I was young and I had no sense of what was dangerous, whether a move was or was not 'on'. They were all 'on', so it was just continuous attacks, and I was often getting into the wrong place. It was only when I was threatened with 'break this car and you are finished' that I enforced risk analysis, which was the bit that was missing. Once that had finally settled, I started getting podiums and patiently worked my way towards winning a race, which I eventually did in the final event of the year. I was in second and the leader had got away a bit, he seemed uncatchable. So, I decided to ring the car's neck as much as possible – but within the limits – and it paid off. He had run too light on fuel, got fuel surge, and lost about a second and a half. That was enough for me to close up and we drag raced to the line. In the past, I might have thrown it all away by pushing too hard, but I found the balance, gained every tenth I could, and won it.

2 Flatten out your emotions, F3, Oulton Park, 1998

It had been a very up-and-down season but I had finally got a good engine package and, when I got to this race, I was expected to win. I was on the front row and stalled the engine! It was horrific. In those days, you could not restart the engine, so it was game over. I lost my composure, and I chucked it off on the warm-up lap for the following race. I think flattening out all emotion is the biggest lesson of all. It was a stupid outcome from a weekend, but it taught me that even in the middle of the weekend, if something goes wrong, reset, restart and off you go again. In the end, what I learned did pay dividends, but the experience, particularly with the stakes in F3, trying to get to F1, was one of the lowest lows.



Ben Collins racing at Le Mans in 2011 JEP

3 Be at one with your team at all costs, ASCAR, Rockingham, 2003

I was leading the race when the safety car came out and my boss, who was a serious chap and rarely made mistakes, said on the radio, 'don't pit, come in the next lap' but everybody else filed in. I said, 'are you sure that's the right thing to do?' because I could see we were going to lose a lap, but he just said again, 'do not pit.' So, I went around on my own, slowly behind the safety car as everyone did their pit stops, and I went from first to last! When I eventually came in, I was sat there with the car on the jacks and he said 'well, we've screwed that right up!' So, I just thought, okay, it is what it is, and got on with it. I had a great run from last to finish on the podium, then we won the next race and eventually ended up with the title. It was a good lesson about taking perspective. There are times when you have to override, but you have got to be pretty strong to do that, and if things go wrong, you just have to unite together and pick the best bones out of the weekend, whatever it throws at you. I was racing with Ray Mallock Limited, who are fantastic, and when the bond of the team is so good, it makes it easier to accept mistakes when they happen.

Collins competed in the 2022 Praga Cup with Jay Morton



4 Never be afraid to explore a different set-up – Indy Lights, Chicago, 1999

The cars in this series were effectively Lola F3000s with 4-litre Buick engines, really heavy, with a tub at least 10 years' old. Everyone had well-prepared set-ups and on shorter ovals we would all back the wing off to go faster. At this race, one of the teams rolled out with full wing on, maximum settings, and everybody was pointing, taking pictures, and laughing. Then it got going, and with all that downforce it was taking the one mile oval pretty much flat. It was lapping within a second of the ChampCar, which was just unbelievable. After that, we all banged the wing on! It was an interesting lesson that, after 10 years of racing with those cars, nobody had tried it, they thought they would be stupid to try it, but actually it was worth trying and it worked. It has been the same recently with Praga – I was always trying different things in testing, and we did unlock something unusual by playing with the toes, gaining grip in the front axle, and making it considerably quicker. It is very easy to chase your tail with set-up and go down rabbit holes that make a car slower or confuse the engineers, but there is also that pot of gold out there and it is always worth looking for.

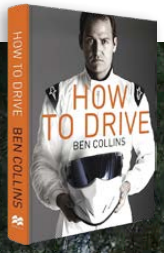
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5 Use every bit of knowledge you have, LMP1, Le Mans, 2001

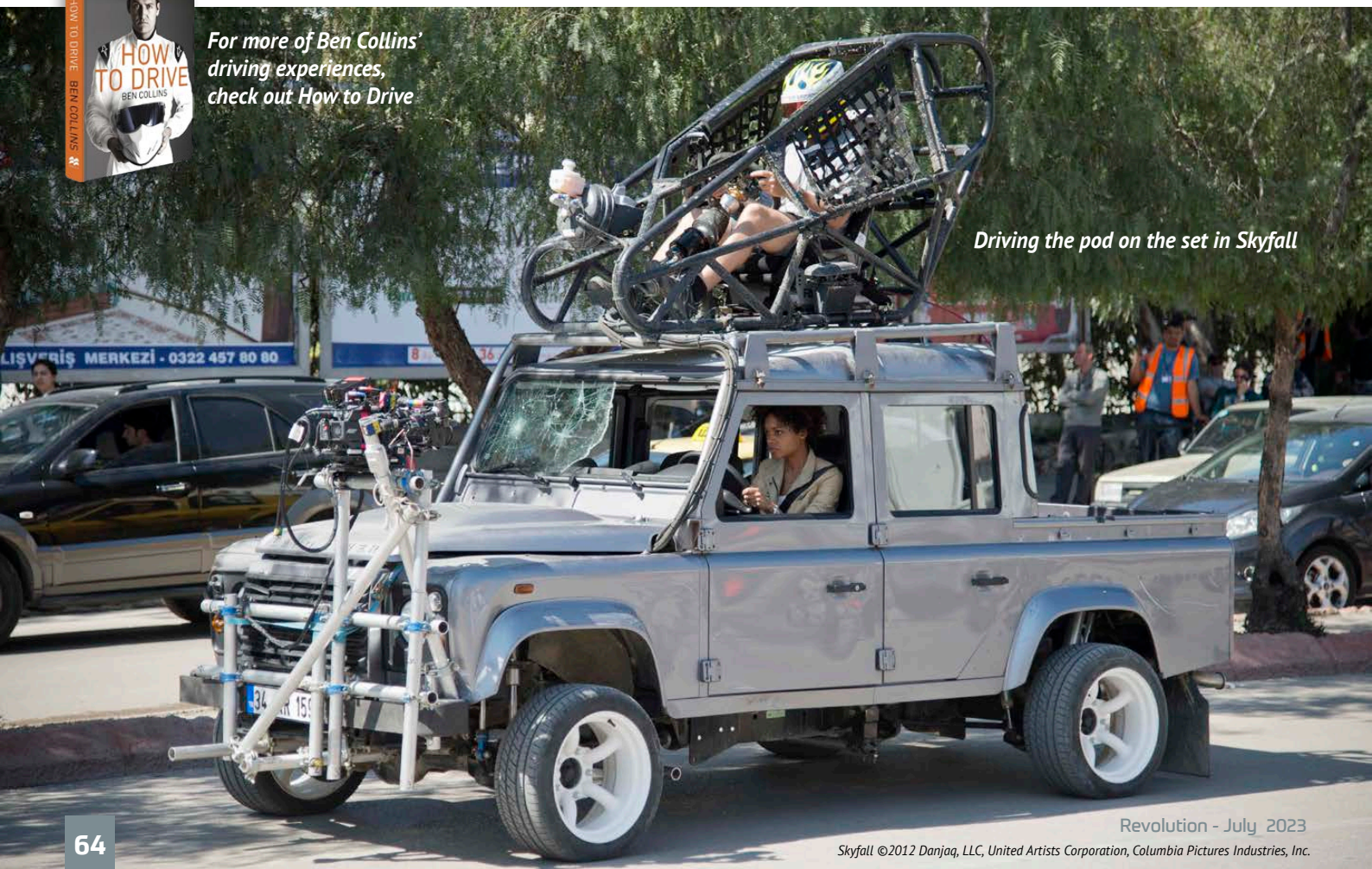
This was a high point in my racing career, at Le Mans for the first time in a proper top-class prototype with an F1 engine putting out 850bhp, massive downforce, doing 220mph in the dry. It was really awesome stuff. Then, in the race, it rained for 17 hours! I got in at around midnight and it was bonkers – rain absolutely hammering down, puddles in the pit lane. Off into the beyond I went in this car that had a feather-light throttle and was spinning wheels all the way up to fourth gear! Loads of people crashed, and it is a pressure cooker when you have a 24-hour race – and you are the one in the hot seat. When I went onto the straight for the first time, I was in fifth gear and the car aquaplaned. The wheels lifted off the circuit for what must have been seconds. It is just gnarly, and you know you are close to being that one who has got his helmet in his hand, explaining to everybody why the car is smashed to smithereens. So, I pulled together all the different things I had learned in the UK racing single-seaters in the rain and hunted for the line, trying to find a different way around the track. It was dark and I could not see very far ahead, particularly with the spray effect, which is massive, but I just started using interesting markers around the track to see physically where I was and ended up finding really curious lines. The straights were so flooded in some places that I had to corner on them! I worked out a route that was really working and it was very fast, we were lapping consistently up to four seconds quicker than everybody else! Putting together that combination of experience definitely paid dividends.

6 Learning how to crash helps you respect your machinery, James Bond, *Quantum of Solace* filming, 2008

Stunt driving and motorsport are poles apart. In the movies, we are trying to make things look good on screen that would look slow on track. I basically had to learn how to crash cars on purpose! In the first Bond film I worked on, we were doing continuity, the door had been ripped off, there were all kinds of collisions happening, and the car I was in was new – so they took the door off and started smashing it up with Stanley knife and a rock! In TV, you have to give cars back exactly as you got them; in racing you do all you can to avoid damaging them; but in movies we have done terrible things with them – ridden them up kerbs, jumped them, t-boned them. I really enjoy it and I have no guilt whatsoever because the cars are there to do a job and it looks great when you see it on the big screen. You eventually get into a mindset where the car is, to a certain extent, an expendable asset – but I am happy to flick that switch back to protection mode when I get in the race car!



For more of Ben Collins' driving experiences, check out How to Drive



Driving the pod on the set in Skyfall

Skyfall ©2012 Danjaq, LLC, United Artists Corporation, Columbia Pictures Industries, Inc.

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Rallycross

Rallycross is an exciting discipline for those taking their first steps in motorsport. The events offer short, sharp racing on mixed surfaces – dirt and tarmac – with support for the sport across the UK, Europe and further afield.

As Lydden Hill prepares to host Round 4 of the FIA World Rallycross Championship this month, with an all-star, all-electric, field of drivers returning to the UK, we look at how you can get involved.

Competition format

Events typically involve up to eight cars at a time going wheel-to-wheel on a circuit that is part asphalt and part gravel (loose) surface. The races are usually short – lasting a maximum of three minutes – so events can often comprise of 60 separate races. In the British Rallycross Championship, each round comprises one three-lap practice session leading into three timed qualifying heats. Points are awarded based on intermediate classification, after which successful competitors will move into the semi-finals, the results of which will determine grid position for the finals. Qualifying heats are typically one car only, but in the British Rallycross Championship, cars battle side-by-side for the best time on-track. When cars go head-to-head, to mix things up more, every driver has a 'joker lap' where they take a different route and must decide when the best time is to take it.

What events are there?

The 5 Nations British Rallycross Championship Supercars is the top level of the sport, but the bill also includes lower-level and more affordable Championships, such as Swift Sport, BMW MINI and Retro. Rounds are held at the home of the sport, Lydden Hill, as well as Pembrey Circuit in Wales, Mondello Park in Ireland, Valkenswaard in the Netherlands, and Dreux in France. The BTRDA Clubmans Championship has rounds at Blyton Park, Pembrey, Lydden Hill and Knockhill.

Get involved

Those looking to learn more about the sport are encouraged to first attend an event as a spectator to get to know how it all works. Rallycross teams are often some of the friendliest in motorsport, and they can always use an additional pair of hands – so an offer of your time in exchange for the

With thanks to Reuben Elman, Marketing and Events, Lydden Hill Motorsport Club and 5 Nations British Rallycross Championship



Leap into Rallycross



The BMW Mini Rallycross Championship has standardised cars to help manage costs and promote driver ability

5 Nations British Rallycross Championship

experience of being within a Rallycross team over a race weekend will give you the opportunity to observe the inner workings before you get behind the wheel. Once you have identified a Championship and class you would be interested in joining, get in touch with the coordinator who can guide you through the process, offer advice and assist with car preparations. If you enter the British Rallycross Championship, the helpful organising team can guide you through your first event and point you in the right direction.

What age can you start?

Junior drivers can compete in the Motorsport UK Junior Rallycross Championship from the year of their 14th birthday. The class runs with identical Suzuki Swifts coordinated by Peter Gwynne Motorsport and the Swift Rallycross Championship, which features on the 5 Nations British Rally Cross Championship bill. The class provides door-to-door action with the focus firmly on driver ability, highlighting up-and-coming talent and giving plenty of opportunity for progression.

How do you win?

You will be competing against your fellow drivers solely in your class, with the overall winner being determined by your finishing position in the final. In the British Championship, the first to cross the line wins and gets the full 20 points. Trophies are presented to the podium places and championship points are awarded for performance in qualifying heats, semi-finals, and finals. The driver with the most points at the end of the year wins the Championship – and because the regulations and calendar have been designed to deliver close-fought battles, titles are often decided on the last day of the season. In 2022 the top three finishers in the Motorsport UK Junior Rallycross Championship were split by just 10 points.

What makes a good car?

The old adage 'to finish first, first you have to finish' rings very true in all forms of motorsport, but especially so in rallycross where almost every race within the weekend event counts towards the next. In the most accessible classes, the cars are standard, and regulations have been tweaked and tuned over the years to increase reliability, affordability, and competitiveness.

There are plenty of good quality second-hand cars available and these can be found by speaking to the Championship coordinators. There is also the opportunity to rent a ready-to-race car, so you can just turn up and race.

Can you drive the car to events?

Rallycross cars may be based on road cars, but they are built specifically for the track, so they have to be trailered to and from the event.

What equipment must the car have?

The car must be built to the safety specifications as detailed in the championship regulations and Motorsport UK Yearbook. This will include equipment such as a fire extinguisher, rollover cage, seat, harnesses and more. However, to make things easy, some championships offer a kit to convert a standard road car into a ready-to-race rallycross machine.

What personal kit do you need?

Each driver will need a Motorsport UK / FIA approved helmet, frontal head restraint (FHR) and approved flame-retardant overalls, socks, boots, gloves, and underwear. A full list can be found in the Motorsport UK Yearbook.

>>>>

What are the general costs of running a car?

This varies hugely across classes. The most cost effective are the one-make standardised classes, such as the Swift Rallycross Championship and BWW MINI Rallycross Championship, with regulations that are designed to keep the cars close to how they originally left the factory. As a result, parts are plentiful and can be found cheaply, with certain parts also provided by the Championship coordinators. In terms of costs during the race weekend, tyres and fuel are worth thinking about. Fuel is purchased from the Championship supplier on-site and it is best to talk to a seasoned racer in your class to get an idea of the amount needed for your first event. Tyres can be down to personal preference and driving style – some drivers opt for a few new sets per race weekend, others often run just one set of tyres over a few rounds.

How can you maximise your budget?

Rallycross can be chaotic racing and collateral damage can quickly escalate your budget if you are not careful. Compared to many other disciplines, there is a lot going on for a driver in a short space of time and it is easy to get carried away. Overly exuberant driving is often punished by high repair bills, whereas keeping your races clean and tidy will be rewarded with a reliable race car that does not require too much in the way of replacement parts – and hopefully some good results! Rallycross is also an excellent spectator sport and its short-sharp racing in amphitheatre venues can really bring in the crowds. Where there are spectators, there is always the potential for sponsorship to aid the racing budget, so use that to your advantage if you can.

What about travel and accommodation?

In the British Championship, most competitors camp in the paddock as all events are run over at least two days and the circuits have showers, food options and toilets to keep your stay comfortable. Some circuits, such as Lydden Hill, offer evening entertainment including live music for competitors staying at the circuit overnight, adding a great atmosphere to the whole weekend.

What makes a good driver in this discipline?

It is easy to get overwhelmed by everything going on during a Rallycross race. Good results come through quick thinking and being adaptable. You need to adapt to the track surface, finding grip when often there is very little available; you need to adapt your driving style to the conditions on the day; and you need to adapt to the other drivers around you. A good driver develops an understanding of their car, and how to get the best performance out of it. Then they can establish a limit to drive at to bring the car home in a good position. The mandatory joker lap rewards drivers with a cool head. The driver who can plan the best joker lap strategy to minimise time loss can benefit big time.

How can you learn the basics?

Rallycross is famed for an open and friendly paddock, with drivers more than happy to help a rookie understand the nuances of the sport and how best to approach a race weekend. Some Championship coordinators, such as the Swift Rallycross Championship, offer driver coaching ahead of their first event. That is a great option for those looking to get some seat time before lining up for the real thing. However, there is nothing better than taking the leap of faith and putting some racing laps under your belt. The best experience can only be gained by just getting out there!

How do you improve and progress?

There are a number of progression paths to the top echelons of the sport – take 19-year-old Rallycross star Patrick O'Donovan as an example. He started off at 14-years-old competing in the Motorsport UK Junior Rallycross Championship, where he was runner-up in just his second year. He then graduated to the single-make RX150 Rallycross Championship, where he managed to take the top spot in 2021. He then moved up to the top level of the sport, Supercars, where he became the 2022 British Rallycross Champion. There are other paths to choose from, such as the two-wheel-drive Supernational class or ALL4 Mini's.

How do you enter and what are the costs?

In the British Championship, entry criteria can change depending on the organising Club. Contact details for each event can be found on the Championship website and the organisers are more than happy to point new competitors in the right direction.



The RX150 Rallycross Championship uses custom-made buggies



To find out more check out this introduction to Rallycross video on MotorsportUK TV



Image: Mathieu Bonnevie

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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



mattgoldsmith • Follow
Frome, Somerset

mattgoldsmith @fiawec_official inspired me to join the Orange Army! Goal is Spa 24hr, Nurburgring 24hr and Le Mans 24hr. Happy to work family friendly events closer to home like @gurstondownspeedhillclimb and @thruxtonracing whilst I gain experience for my specialisation.
2 w

sj_iles That's great news x
2 w 1 like Reply

redjane1971 Ooooh exciting Matt
2 w Reply

View replies (1)

Larne Motor Club
@larnemotorclub

We may be biased but, this is up there with the most amazing #Motorsport views in the world. #Cairncastle Hill Climb in the @mea_bc, #northernireland. @ourmotorsportuk. Roll on #2024.



10:47 pm · 27 Jun 202

J8y
@JoeBaguley

Board meeting for @Missionmotorspt this evening @ourmotorsportuk HQ.
I must say that this was more than a bit of distraction in reception!!!
As a rally nut and licence holder, this is in my #dreamgarage ...
#dearsanta
Off to buy a lottery ticket



11:18 pm · 3 Jul 2023 · 963 Views

Susie Wolff
@Susie_Wolff

Discover Your Drive has officially started, with our first showcase event hosted by @karting and @ourmotorsportuk.

Careers in motorsport are open to all - and @f1academy Discover Your Drive is a first step on the ladder for aspiring young women around the world.

#F1Academy



TeamSport Karting and 2 others



nathaliemcgloin • Follow

nathaliemcgloin Loved being a part of the @girlsontrackuk day at the @silverstonemuseum today.

The girls are so eager to learn about my disability and the way I control a car. Its so important to get kids to be comfortable asking questions about disability and encouraged to engage with disabled people. This way it feels normal for them. The questions I get from kids are the best!

So thankful to be part of the GOT family ❤️

#girlsontrack #fia #silverstone #msuk #disability #nextgeneration #girlswhorace #wim #anythingispossible

Team ES Racing
@TeamESRacing

We fully support the #RaceWithRespect campaign by @ourmotorsportuk

We hope to learn from it & further champion it.

Every day is a school day, and room to grow & improve.

RACE WITH RESPECT
motorsport uk

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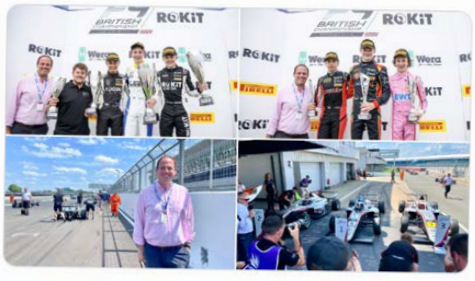
Morning marshalling one of our local Targas @ourmotorsportuk



am · 18 Jun 2023 · 981 Views

Greg Smith MP
@gregsmith_uk

Fantastic day with @ourmotorsportuk at @SilverstoneUK for the @BritishF4 - a pleasure to present the trophies on the podium for race 2, and to see Buckingham constituency based team @HitechGP achieve a 1-2-3-4 in race 3!



3:09 pm · 25 Jun 2023 from Buckingham, England · 1,742 Views



yesfund • Follow
Bicester Heritage

yesfund The last weekend @fynnwatt and @maksym_stodolia are with Motorsport UK at Bicester Heritage Flywheel presenting our project to send this 6x6 Armoured Ambulance Pinzgauer to Ukraine.

It was a pleasure to have the support of David Richards, MotorsportUK chairman, Victoria Prentis, UK Attorney General and Daniel Geoghegan, Bicester Heritage Owner - we will get this vital vehicle to Ukraine as soon as we can.
2 d

djwhyatt This is really great. I hope you get more support like this.

46 likes
2 DAYS AGO

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Maximum Attack Autotest

15th July, Kames Motorsport Complex, Muirkirk

Scotland Car Club's Maximum Attack Autotest is being run with the kind permission and support of East Ayrshire Car Club. The Interclub event is open to registered entrants in the 2023 Link-up Ltd. Motorsport UK Autotest Championship, the Demon Tweeks Direct BTRDA Autotest Championship, and the BTRDA Allrounders Championship. The Clubman's event is open to members of organising club and registered contenders of Scottish Championship. **www.facebook.com/AutotestUK**

BugJam

21st-23rd July, Santa Pod Raceway, Bedfordshire

The championship turns into its home stretch with Wayne Nicholson and Andy Robinson battling to narrow the points gap to runaway leader Bobby Wallace. Retired ex-champ Kevin Slyfield throws a one-off entry into the mix. Friday sees a Pro Mod 'grudge' match between Robinson and superstar DJ and motorsport entrepreneur Carl Cox, an experienced drag racer in Australia.

https://bugjam.co.uk/dragracing.php



Scott Gay / Santa Pod



Andrew Le Poidevin

British Hill Climb Championship presented by Avon Tyres

19th-22nd July, Channel Islands

Bouley Bay, Jersey, and Val des Terres, Guernsey provide a two-stop tour for UK drivers contesting the series. The Bouley Bay Hill Climb is organised by The Jersey Motorcycle and Light Car Club. The course on Les Charrières du Boulay was first used for competition in 1921 and has hosted the British Hill Climb Championship since 1947. Last year Wallace Menzies completed a near perfect Channel Islands double header adding forty one points from the two events. **www.britishhillclimb.co.uk**

motor sport UK | StreetCar

Wormhough 4x4 Club Tyro Trial

July 22nd, near Leek, Staffordshire

Have you ever fancied trying out your 4x4 on the slippery stuff to see what it can really do? Then come and try the Wormhough 4x4 Streetcar Tyro Trial and see if you can drive through a series of 10 gates without touching them or reversing. For more information, see **https://wormhough.co.uk**



Rally Championship

22 July, Down, Lisburn, NI

Neil Roskell alongside Andrew Roughead, and Callum Black with Jack Morton will continue their close battle for the 2023 Protyre Motorsport UK Asphalt Rally Championship title when the two top Ford Fiesta Rally2 crews go head-to-head on Round 6 of the sealed-surface series, the Carryduff Forklift Down Rally. Reigning Northern Ireland Junior rally champion Sam Adams will be one to watch too in his Pinto-engined Escort Mk2.

www.downrally.com





FIA World Rallycross Championship

22nd-23rd July, Lydden Hill, Kent

Defending World RX champion Johan Kristoffersson leads an all-star all-electric field as the home of rallycross hosts Round 4 of the FIA World Rallycross Championship. The Volkswagen RX1e driver is unbeaten in 2023, but that could change with the likes of Timmy and Kevin Hansen (Peugeot 208 RX1e), Niclas Grönholm (PWR RX1e), Timo Scheider (SEAT Ibiza RX1e) and nine-time World Rally champion Sébastian Loeb (Lancia Delta Evo RX1e) in hot pursuit. **www.fiaworldrallycross.com/world-rx**

ROKiT F4 British Championship certified by FIA

29th-30th July, Croft Circuit, North Yorkshire

After the summer break, Croft provides high speed and sweeping corners with technical sections and the complex and hairpin at the end of the lap – a good test of driver skills and race-craft. Expect a big grid, plenty of racing action and fantastic atmosphere. Louis Sharp will be seeking a return to the top of the standings with Will Macintyre equally eager to extend his lead.

www.Fiaformula4.com





motor sport UK | StreetCar

South Hams MC – Autotest Demo

30th July, Totnes Show, Totnes

South Hams Motor Club is returning to the Totnes Show with a club stand displaying competition cars and a clubmans Autotest running throughout the day. Entries for the Autotest close on the 26th of July at 8pm. Entry is only £20, which includes the Totnes Show, so you can have a look around in your Autotest breaks.

For further details email **Autotest-TotnesShow@outlook.com**

>>>>>



motor sport UK | StreetCar

Bath MC – AutoSOLO

30th July, Cotswold Airport, near Cirencester

As a StreetCar event, entrants can take part in their everyday road car. On the day the competitors will navigate the numbered cones as quickly as possible. Participants get maps for the test courses for the smooth Tarmac surfaces. To take part you will need a minimum of a free RS Clubman licence, or a full competition licence, and there is an entry fee. For full information or to enter, please see:

www.bathmotorclub.co.uk/club-events/summer-autosolo-2023

SBD Motorsport UK HSA British Sprint Championship

5th-6th August, Kirkistown, NI

The 'overseas' leg of the British Sprint Championship, rounds 10 and 11 of 21, takes place the first weekend in August at the fast Kirkistown Circuit in Northern Ireland. Current championship leader Pete Goulding will be hoping to extend his lead, but all the chasing pack will be keeping him honest!

www.britishsprint.org



Jimmy Graham







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Protyre Motorsport UK Asphalt Rally Championship

CREDIT



Callum Black became the first driver to win more than one round of the 2023 Protyre Motorsport UK Asphalt Rally Championship with his win on the Dunoon presents Argyll Rally. The Brackley driver led after a tricky opening leg – surviving a little off into a ditch. Co-driven by Jack Morton, Black increased his 11 second overnight advantage to a winning margin of 56 seconds by the end of the event. Black remains second in the overall Protyre Asphalt drivers' standings, having closed the gap to 15 points.

Latest Championship Standings

1st	Neil Roskell	129 points
2nd	Callum Black	114 points
3rd	Will Hill	107 points

Avon Tyres Motorsport UK British Hillclimb Championship

David Baxter



Championship leader Wallace Menzies won again at Doune, as he stretched his lead in the championship, to twenty six points, leaving Scott Moran and Matt Ryder squabbling over second place. A run-off win on Sunday by former Champion Alex Summers with Scott Moran second, was the only thing that prevented Wallace from having another perfect point scoring weekend.

Latest Championship Standings

1st	Wallace Menzies	128 points
2nd	Scott Moran	102 points
3rd	Matthew Ryder	100 points

The GB3 Championship

James Roberts



Noah Ping and Daniel Mavlyutov claimed GB3 race victories at Snetterton in June, while a podium and a drive through the field ensured Alex Dunne, the 2022 ROKiT British F4 Champion, left Norfolk as the new championship leader.

Latest Championship Standings

1st	Alex Dunne	241 points
2nd	Callum Voisin	235 points
3rd	Joseph Loake	227 points

Motorsport UK English Rally Championship, in association with SEACON UK

Kevin Money



The third round of the English Rally Championship – the Kielder Forest Rally – took place in mid-June. Although Matthew Hirst won the event outright, third overall was enough to keep Elliot Payne in the championship lead. Hirst's success in Kielder moves him up to fourth, but there are still just eight points separating first and eighth. Contenders now have the summer to regroup before the Woodpecker Stages in September.

Latest Championship Standings

1st	Elliot Payne	72 points
2nd	Nigel Jenkins	71 points
3rd	Boyd Kershaw	70 points

ROKiT F4 British Championship certified by FIA

JEP



Silverstone's visit to the Grand Prix circuit configuration saw the tenth different ROKiT British F4 race winner of 2023 when Josh Irfan clinched Round 16. Irfan's teammate Noah Lisle won the reverse grid Round 17 to become the only driver with three wins in the current campaign. In the final race of the F4 weekend, Australian Jimmy Piszcyk headed a Hitech Pulse-Eight 1-2-3, with Will Macintyre's second place contributing to his move to the top of the standings.

Latest Championship Standings

1st	William Macintyre	208 points
2nd	Louis Sharp	180 points
3rd	Dion Gowda	163 points

Motorsport UK British Autotest Championship

Mike Biss



At the Tim Sergeant Memorial Alastair Moffatt was fastest from the first test and continued to open out the lead to the finish. A close fight ensued for second overall between Willie Keaning and Chris Chapman, with Keaning taking the class win, and second overall, by just four seconds from Chapman. Dave Mosey switched to the 'Specials' class for this event but couldn't get on the same pace as Alastair and the two sports cars.

Latest Championship Standings

1st	Alastair Moffatt	173 points
2nd	Willie Keaning	165 points
3rd	Stephen Morten	139 points

Motorsport UK British Rally Championship

JEP



Frenchman Adrien Fourmaux secured his third British Rally Championship win of the season at the Ardeca Ypres Rally in Belgium. Fourmaux battled with fellow countryman Stéphane Lefebvre over the opening stages before the former Citroën factory driver rolled out on Friday afternoon. Fourmaux and co-driver Alexandre Coria's win gave the British Rally Championship its first victory at the Ypres Rally on its fourth visit to the popular European event.

Latest Championship Standings

1st	Adrien Fourmaux	80 points
2nd	Keith Cronin	36 points
3rd	James Williams	27 points

Motorsport UK British Drag Racing Championship

Santa Pod



Bobby Wallace 'ran the table', qualifying on pole, clocking the quickest elapsed time and fastest speed of the event (5.861sec/246.37mph), and then winning it. Andy Robinson qualified second but redlit in the opening round against Wayne Nicholson, who went on to reach, and lose, his second final this year to Wallace.

Latest Championship Standings

1st	Bobby Wallace	272
2nd	Wayne Nicholson	169
3rd	Jan Ericsson	123

RESULTS

Intelligent Money British GT Championship

CREDIT



Barwell Motorsport claimed their first win of the season in the first of two races at Snetterton, their Lamborghini GT3 driven by Shaun Balfe and Sandy Mitchell, winning from pole by 11 seconds. It was advantage Mercedes in race two as RAM Racing's John Ferguson and Raffaele Marciello prevailed by just 0.042s from the identical 2 Seas Motorsport car of James Cottingham and Jonny Adam. GT4 class honours went to Raceway Motorsport's Ginetta (Stuart Middleton and Freddie Tomlinson) in race one. Optimum Motorsport (Charles Clark and Jack Brown) won race two with their McLaren.

Latest Championship Standings

1st=	James Cottingham	102 points
1st=	Jonny Adam	102 points
3rd	Darren Leung	96.5 points

KNC Groundworks Scottish Rally Championship

AF Motorsport Media



The Dumfriesshire / Cumbrian crew of Rory Young and Allan Cathers took their first KNC Groundworks Scottish Rally Championship win by 27 seconds after a day and a half of rallying. Inheriting the lead on the Saturday morning, Young and Cathers battled with Mark McCulloch and Michael Hendry, swapping times on the opening loop of Saturday, heading into service separated by 16 seconds. Young and Cathers then extended the gap to 27 seconds, taking third overall in the event.

Provisional Championship Standings

1st	Jock Armstrong	107 points
2nd	John Wink	104 points
3rd	Mark McCulloch	94 points

Kwik Fit British Touring Car Championship

JEP



West Surrey Racing won each of the Kwik Fit British Touring Car Championship races at Oulton Park in June, as Jake Hill and Colin Turkington claimed a clean sweep of victories for BMW. Hill almost completed a perfect day , with two wins, a second place and three fastest laps. Turkington took his 65th BTCC career triumph in the reverse grid finale. There were podiums on the day for Ash Sutton, Tom Ingram and Adam Morgan as the title race took a massive twist as it reached its midway stage.

Latest Championship Standings

1st	Ash Sutton	218 points
2nd	Tom Ingram	212 points
3rd	Jake Hill	192 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship

Paul Mitchell Photography



Matthew Hirst has moved one step closer to retaining his Motorsport UK Pirelli Welsh Rally Championship title after scoring maximum points for the fourth time in four rounds on the Nicky Grist Stages. Co-driven by Declan Dear, the Doncaster driver was the class of the Welsh field - finishing over a minute and a half ahead of his nearest championship rival.

Last Championship Positions

1st	Matthew Hirst	120 points
2nd	Martyn Andrews	84 points
3rd	Robert Gough	75 points

Wera Tools Rotax British Open Kart Championships

All pictures this page: KartPix



Yehan Kallychurn



The Honda Cadets cross the line nose-to-tail

IAME, KZ2, TKM and Bambino

Glan Y Gors held a bumper weekend of racing on 9th-11th June, with eight categories in action. In the Bambinos, Harry Chapman managed to hold on in horrendous conditions to take the flag just eight hundredths of a second ahead of Rex Pooley. Brooks Mason climbed six places to take victory in Water Swift [R] with Archie Lovatt taking pole position and his first final win in the Water Swift category. The Junior X30s saw Macauley Bishop win comfortably from pole, with defending champion Gus Lawrence doing the same in the Senior X30s, to become the first driver win three consecutive finals in the category. Yehan Kallychurn won the Junior KTM race with rookie Harry Bloor in second after an incredible fightback saw him climb all the way up from last place. Chris Whitton narrowly beat Adam Sparrow in the KTM Extremes, with Ryan Green taking top spot in the KZ2s after pole sitter Morgan Porter's hopes of ending a dominant weekend with victory faded with his tyres.

Water Swift [R]

1st	Austin Gibson	378 points
2nd	Martin Brooks	365 points
3rd	Austin Newstead	255 points

Water Swift

1st	Jesse Phillips	371 points
2nd	Jorge Edgar	369 points
3rd	Will Green	350 points

Junior X30

1st	Macauley Bishop	384 points
2nd	Fred Green	359 points
3rd	Cian Geraghty	352 points

Senior X30

1st	Gus Lawrence	385 points
2nd	Harry Burgoyne Jnr	356 points
3rd	Sam Shaw	354 points

KZ2

1st	Ella Stevens	356 points
2nd	Tom Adams	348 points
3rd	Derek Morgan	343 points

Junior TKM

1st	Yehan Kallychurn	377 points
2nd	Willoughby Steel	357 points
3rd	Aidan Mitchell	351 points

TKM Extreme

1st	Charlie King	360 points
2nd	Lee Whittingham	351 points
3rd	Alfie Garford	345 points

Bambino

1st	Harry Chapman	130 points
2nd	Mayson Hibbert	122 points
3rd	Rex Pooley	120 points

Rotax and Honda

Glan y Gors in Wales hosted Rotax's third event of the season, and Honda's first at the end of June. In the Micromax race, a wet tyre gamble gave Scot Josh Cormack a huge advantage over the opposition and he almost lapped the entire field on his way to his first ever victory. The Mini Max event was far closer, with Albert Friend passing pole-sitter Jacob Ashcroft for victory. The Junior Rotax saw German Timo Jungling climb three spots to win, with Mark Kimber taking a dominant victory from pole in a world-class Seniors Rotax field. The Honda Cadets saw an epic scrap that saw the top three finishers covered by just 0.45 seconds, Fenton Stoneman taking the chequered flag just 0.14s ahead of Max Taddei, with Ryan White in third.

MicroMax

1st	Edward Haynes	367 points
2nd	Emerson Macandrew-Uren	366 points
3rd	Oliver Spencer	342 points

MiniMax

1st	Cole Denholm	377 points
2nd	Jacob Ashcroft	373 points
3rd	Albert Friend	364 points

Junior Rotax

1st	Macauley Bishop	362 points
2nd	Ewan Charman	350 points
3rd	Gustavs Usakovs	346 points

Senior Rotax

1st	Matthew Higgins	353 points
2nd	Guy Cunnington	343 points
3rd	Jamie Perilly	339 points

Honda

1st=	Max Taddei	185 points
1st=	Fenton Stoneman	185 points
3rd	Ryan White	184 points

Teams and Chassis Standings

IAME

1st	Fusion Motorsport	254 points
2nd	Oliver Rowland Motorsport	251 points
3rd	Jamie Green Racing	237 points

Rotax

1st	DHR	257 points
2nd	Strawberry Racing	252 points
3rd	Argenti Motorsport	238 points

TKM

1st	Klaassen Motorsport	253 points
2nd	Privateer	247 points
3rd	TWM	239 points

KZ

1st	Jade Racing Team	237 points
2nd	Rush Performance	237 points
3rd	Privateer	236 points

Chassis Manufacturers

1st	LN Kart	498 points
2nd	Tonykart	498 points
3rd	BirelART	497 points

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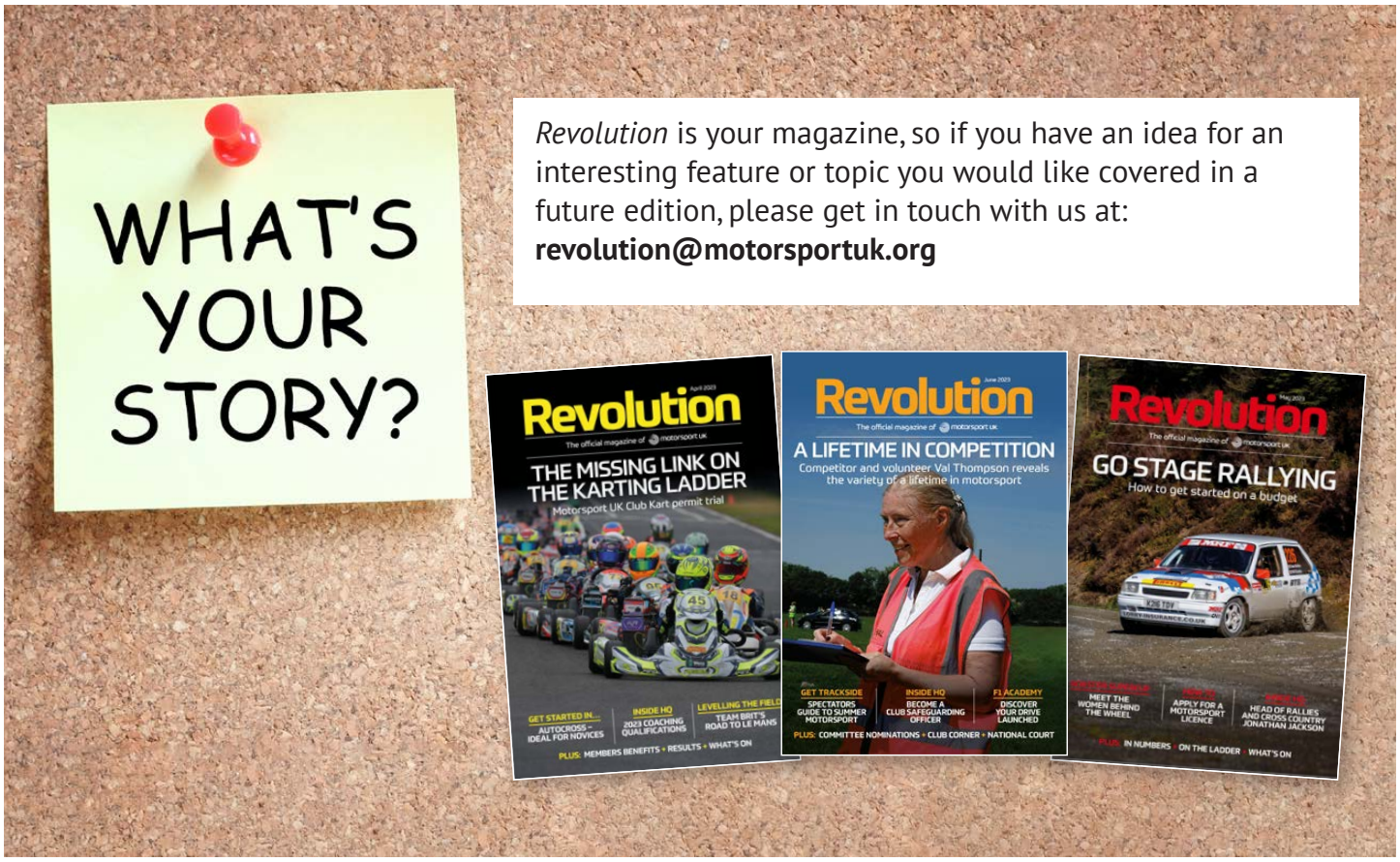
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