


Revolution



August 2023

The official magazine of  motorsport uk

FOUNDATIONS FOR SUCCESS

Getting the basics right in Karting

INSIDE HQ

JOHN RYAN
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CEO's MESSAGE



Britain is well known around the world for its obsession with the weather. What we really mean by that is that whatever the current conditions might be, there is a yearning for them to be different, whether too hot in the summer or too cold in the winter, or too wet and windy in the seasons in between.

Ironically, we live in a 'temperate' zone and the extremes of our climate are mild compared to many places in the world. Nevertheless, this July I think we would be forgiven for complaining about the weather as it exceeded everyone's worst idea of a typical wet British summer.

Pretty much every weekend in the past month we've had events that have either been postponed, delayed, cancelled or in some way compromised. Perhaps the highest profile of these being the cancellation of the Saturday of Goodwood Festival of Speed. By the Friday, The Duke of Richmond and his team were faced with an impossible choice. The Met Office forecast of 60 mph winds striking the southern coast, and with a huge array of temporary structures and tents across the estate, the potential risk to visitors and staff could not be entertained. This was the first time in 30 years of the event that any days have been cancelled, and I know it was with an extremely heavy heart that the decision was taken. Nonetheless it was the right thing to do. On the Sunday the

excitement resumed as a spectacular line up of cars and stars entertained the massive crowds in a way that is unique around the world.

Another event which bore the brunt of the inclement weather was the London E-Prix – a round of the FIA Formula E world championship, held in London Docklands. It was perhaps ironic that of all the motorsport that takes place in this country every year, this world championship round uses a circuit partially contained inside the exhibition halls of ExCeL. You would think that this would have been protected from the weather, but for those portions of the track that ran outside, there was a very real risk that the circuit was undrivable with monsoon conditions. Thankfully, the event did take place and resulted in the crowning of Britain's Jake Dennis as the FIA Formula E World Champion. Jake is yet another example of the incredible array of talent that Britain continues to produce on a world stage. From the age of eight in karting, he has consistently climbed through the ranks in single seaters, competing alongside many of the most famous names in motorsport today, including in GP3 in 2016, finishing fourth, behind Charles Leclerc and Alex Albon who took the top two spots. Moving into GT cars he's competed at Le Mans and DTM all with admirable success, but it is when he moved into Formula E that his talent was able to really shine. Since 2020 he has been one of the most consistent front runners in what is an incredibly tight and competitive championship. It was therefore fantastic to see him pick up the title particularly when it was won at his own home round.

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The Goodwood Festival of Speed making the best of the Sunday weather

Sam Bagnall



Jake Dennis is Britain's first Formula E World Champion

While talking about electric vehicles, it is with mixed emotions that I report on the return of the World Rallycross Championship to the UK at Lydden Hill this month. Pat Doran and the team behind the event had moved heaven and earth to bring the world championship back to the UK and made a significant investment in Lydden Hill to bring it to a world-class standard and showcase its own natural amphitheatre. It was therefore with great excitement that we welcomed the new RX1e top tier of World Rallycross cars that are now powered purely by electric motors, producing 680bhp along with 650lb/ft of torque enclosed in a 1300kg body. A recipe that promised a spectacular display of competition around the challenging circuit. However, as we now know, even before the event got underway on the Friday morning there was a catastrophic fire that engulfed the Special One Racing team, including their transporter and both of their cars, one of which was to be driven by nine-times

world champion Sébastien Loeb. Thankfully no-one was injured because of the swift action of all involved and the Emergency Services. A full investigation is now underway to help understand exactly what happened, but this was a fire that occurred during a charging cycle. As a result, the correct decision was taken that the RX1e cars should take no further part in the event, which was massively disappointing. The next round of the championship that was held at Mettet, Belgium, was also restricted to the RX2e rallycross cars, running as they do with a different level of technology. This is a reminder that motorsport is continually pushing the envelope of technology and engineering, and as such there will be occasions when the unpredicted does happen and needs to be dealt with. I am confident that when this is fully understood the RX1e cars will return to competition, and I'm sure they will also be many other lessons that can be applied into the broader deployment of electric cars in motorsport around the world.

From Motorsport UK's perspective, we welcome the introduction of electric cars into competition. So far, the main influx of EVs has been with standard road vehicles, which clearly makes life a great deal easier as their safety protocols, charging and crash testing have been engineered into the vehicles from the start. We have also begun the introduction of electric propulsion into kart racing with the running of a tender for the supply of an electric power unit for the Bambino class of karting, for kids aged between six and eight-years-old. That was a fascinating exercise demonstrating the different approaches that suppliers are taking even within this relatively confined area of technology and engineering. Although the power outputs can be very precisely defined, there are many other parameters of the performance that need to be considered as all can be programmed within the algorithms. There is no doubt that the biggest challenge for the broad application of electric powered motorsport will be batteries, for even at this level of lightweight machine with a lightweight driver, the battery technology is only capable of lasting for 30 minutes of competition, which is defined as a day of racing for this group. Of course, much larger batteries could be deployed but then you are on a slippery slope of ever heavier machinery to sustain a given level of performance, which then dynamically compromises the machine.

Talking of technical innovations, one of the highlights of every year is the Formula Student competition held at Silverstone and organised by the Institute of Mechanical Engineers (IMechE). For 25 years the UK Formula Student competition has been a tremendous challenge for student



Thomas Lupson-Darnell

Formula Student in action at Silverstone

teams who set about designing and building a prototype single seat racing car for Autocross or Sprint racing. They must make formal presentations and then conduct on-track dynamic tests to show their engineering skills. Once again, the wet weather at Silverstone did its best to disrupt the proceedings, but the teams braved the rain and slippery conditions to compete across multiple events. By Sunday the track eventually dried and that led to a very exciting endurance element to the competition. New for this year, teams running petrol engines had the opportunity to try new biofuels that were offered by Coryton and Motorsport UK, to help run a more sustainable competition. A significant number of the combustion engine vehicles decided to use the sustainable fuels, including the overall winners from Modena who were running an E85 fuel.

Another interesting innovation at Formula Student in 2023 was the introduction of the competition's sim racing finals being held in tandem with the main competition at the Williams' E Sports headquarters at Grove. 45 teams took part and the event was streamed live, marking the culmination of eight rounds of racing events, interspersed with engineering challenges, all of which were designed

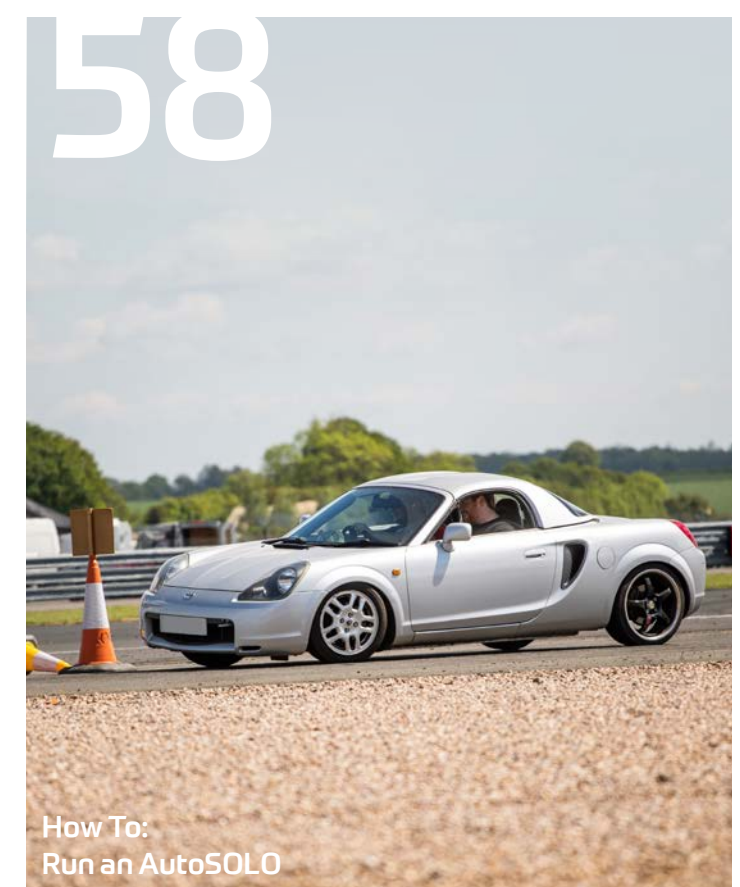
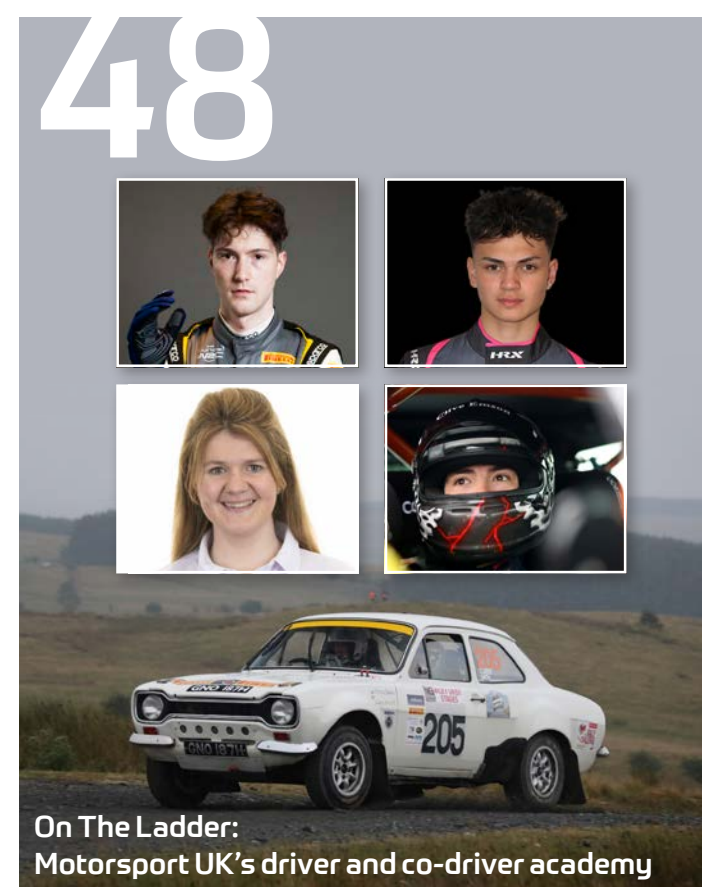
to test the capabilities of teams to adapt and overcome racing scenarios. The University of Glasgow came out on top, claiming both the engineering challenge winner and overall winners title this year.

It was certainly a month of challenges for competitors and organisers, but the real impact of the poor weather was felt by our amazing marshal and volunteer community, who, come rain or shine, provide the backbone to the sport across hundreds of events each weekend. I would like to thank everybody from the orange family for their tremendous dedication – especially in a month when they should have been enjoying the warm sunshine, but instead endured conditions more reminiscent of mid-winter.

With the forecast looking set to improve in August, I hope that you and your friends can enjoy some sunnier times of motorsport. Wishing you a safe and successful month of motorsport ahead. 🌀

Best regards,
Hugh Chambers
CEO, Motorsport UK

In this issue: **Getting the foundations right for success** – *Revolution* looks at ways to improve performance in Karting. **Inside HQ** celebrates 25 years with Sport and Safety Director John Ryan; **On The Ladder** highlights four Academy Graduates; **In Numbers** has the stats on Drag Racing, and we learn **How To: Run an AutoSOLO**. Plus: A review of Formula Student, Girls on Track visit Stamford Bridge, Esports, What's On and more...



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Foundations for success

Karting is the fast-paced proving ground for future motorsport talent. When every element of performance is crucial, what does it take to create a winner?

One of the most typical routes into motorsport, karting is an exciting but highly competitive environment. Tiny time differences cover multiple grid positions, and races are often won by narrow margins. Top drivers are able to set consistent lap times at the front, but also use superior racecraft to cut through the field when required.

Motorsport UK offers a Karting Pathway with different categories and classes to enter. To perform well you must know how to get the very best out of your kart, and out of you, the driver.

The Kart

Much of the baseline for your potential performance is in the kart you choose, but with a range of different options on the market, deciding which is the best can be confusing.

Alex Short, Team Principal of karting outfit S8 Racing, currently supports a group of talented and competitive drivers from six-years-old. "A lot of people choose their kart on where they are based," he says. "For example, PFi has a lot of IAME X30 [karts], but further down to the south you will probably see more Rotax [karts]."

"When you look at the detail, however, it is the same kart, the same chassis, but the engines are different and that makes them perform differently. The Rotax karts have more bottom-end to the engine with a bit more grunt, so a heavier driver may prefer them, while a lighter driver may be more suited to X30."

Although there is a wide range of kart brands available – Fullerton, Charles Leclerc, Robert Kubica, Tony Kart, OTK, Birelart, to name a few – many have similar baselines with

Karts need to lift a wheel to corner at high speeds

different tweaks to design. Selecting the right option, and whether to go new or used, can feel like a minefield, but there is guidance available.

"You have the option of everything from a new machine all the way to a well-used kart," adds Short. "For your first kart, go somewhere in the middle – a kart that looks really cheap has probably done a lot of work, or may not have been very well looked after. Always try to push to the top of your budget to get something that has been well looked after."

"When it comes to used karts, there are plenty of things to look out for. As there is no suspension on the chassis, karts do a lot of work twisting through the corners, so the metal can crack, be re-welded and painted over. Also, the underside takes a lot of abuse over the kerbs and that can flatten frames out and make them thinner."

"We would typically advise that something below £2,000 has had a harder life. If you are looking between £2,500-£3,000 for a used kart you normally get something a bit better. Cadets are little bit cheaper because they are smaller."

Gary Chapman runs ProTrain Racing kart school and team and adds: "You will also find a particular kart might suit certain tyres or circuits. For example, the OTK range is particularly good with the Mojo tyres used in the Rotax events, while other manufacturers do better on the Komet tyres, which are used in the IAME events."

Set-up

Once you have selected your machinery, getting the best out of it is all about the set-up. Arrive-and-drive Championships, such as those run by Club100 and The Daniel Ricciardo Series, put the focus on the driver by limiting what can be changed on the kart. This can make it more budget-friendly, but most Championships allow a wide variety of areas to be adapted, modified, or replaced.

Chapman says that there is "possibly more you can do on a kart than a car," but fortunately most machines are relatively simple to operate. Having a professional team on hand can provide a huge benefit, particularly when it comes to knowing what manufacturers produce the best parts, but they also come at a cost.

Whether you are with a team or go it alone, however, there is one core aspect to focus on. “The key to a kart’s handling is to get the inside wheel to lift off the ground,” says Chapman. “It may only be half a millimetre, but you will not go around the corner until you do that. It is like a train – if both wheels are on the ground, you cannot go anywhere but straight.

“Everything we do on set-up is aiming to achieve that. The major factor in achieving it is the caster on the front. That controls how much the rear wheel lifts up, but we also have the stiffness – if you make the kart stiffer it is more likely to lift up the wheel – and the weight distribution, the camber, the ride height, and the rims.”

Short explains: “On a race car, there is a differential, so when you go into a corner, the inside wheels slow down and the car turns. In a kart, it is a fixed rear axle, so we have to break traction off the circuit. If the kart does not lift, it just slides around the corner, and you will lose all momentum. And that will destroy your lap time.”

The caster is the forwards and rearwards tilt angle of the bolts – known as kingpins – on which the stub-axles pivot and, ultimately, it determines how much weight is transferred to the front end and off the rear inside wheel. A fully loaded caster results in better corner entry, although that then creates a knock-on reduction in traction on exit.

“If the kart is sitting a bit flat, we might increase the caster to make it lift higher and if it is lifting too high, we do the opposite,” explains Short. “On the rear, we can change the axle stiffness, so if the inside wheel is lifting too high, we soften the axle to sit the kart down. Changing an axle takes 5-10 minutes and caster adjustments are 2-3 minutes.”

The stiffness of the kart is determined mainly by the wall thickness and material of the axle tubing, but modern karts also have torsion bars – mainly on the front but also occasionally on the rear – and different hubs and stub axles with different thicknesses can be fitted to the rear to also adjust the stiffness.

“Everything is incremental,” explains Chapman. “In this area, it could probably make about a tenth of a second difference to your lap time with the different things you can do. They will sometimes add up together, or sometimes cancel each other out, but maybe you could find two or three tenths if you changed a number of items.”

Wheels and tyres

In the British Championships, the number of new tyres permitted at these events is strictly limited, so getting a good set up is essential.

The key to getting the best out of those tyres, however, is not only new rubber but also the tyre pressures. Adapting the settings to suit the track and the weather is one of the most vital and tricky parts of karting set-up, and knowing what type of asphalt you will be running on can make all the difference.

“If we have a rough surface, we run a low tyre pressure because the tyres move around a lot, whereas on a smooth circuit we can run higher pressures,” explains Short. “GYG in Wales, for example, is a very rough surface so we run as low as 6psi, whereas PFi is really smooth, and we will run up to 11psi.

Analysing lap data can help identify areas to improve on

“If you run a higher pressure on a rough surface, the tyre will quickly overheat and lose grip. On a smoother surface, if you run the pressures too low, the kart just bounces around a lot. You need to change your driving style depending on the pressure, too, as low-pressure tyres move around more so you have to do more coasting through the corners.”

Tyre wear and overheating is just a big an issue in karting as it is all the way up the ladder in Formula One. An aggressive driver will get through the tyres faster and a heavier driver will also heat them up more quickly. However, there is one trick that can help manage those tyre temperatures and keep things in check.

“The wheel rims themselves have different grades,” explains Short. “Sometimes we will use a magnesium wheel, because that dissipates the heat a lot faster. We use them more in the summer. At other times, we may use a wheel which is half magnesium, half aluminium, and that keeps more heat in the tyres for a cold day.”

Engines

To ensure the racing is fair, and offers good value for money, the engines are run to a set of standard rules, and little can be done to them.

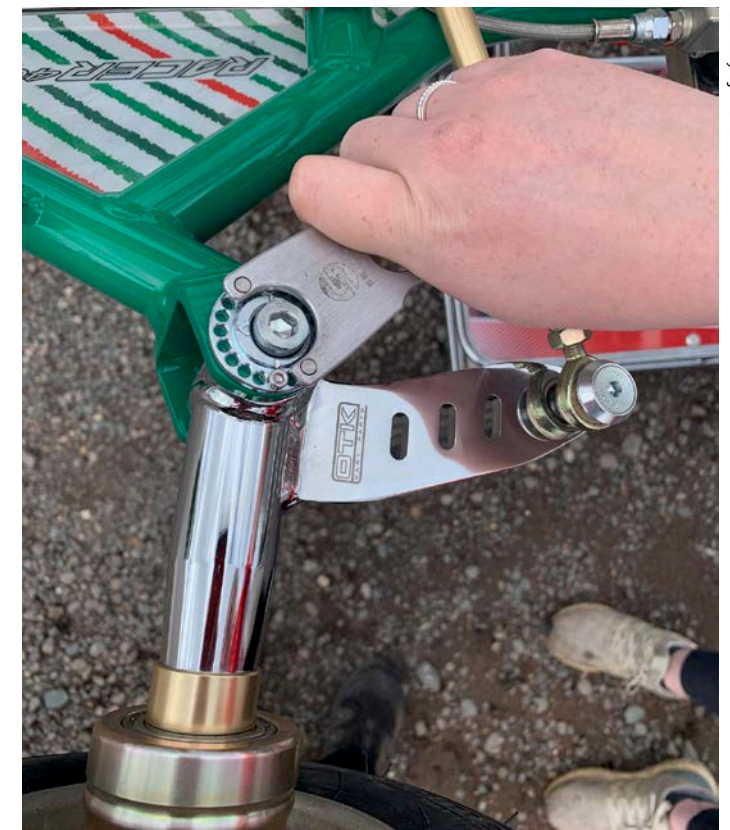
Short adds: “With a 30bhp engine, one horsepower is massive, so people use dyno machines and swap parts from one engine to another to get the best performance possible. If you can gain one or two tenths, in timed qualifying that could be 15 places.”

There are also gains to be made in other parts of the engine and drivetrain, including adjustments on the carburettor – which controls the amount of air and fuel going into the engine – and to the sprockets between the engine and axle – which transmit the power from the engine to the wheels.

“Changing the sprockets can give either better acceleration or better top speed,” explains Short. “We use data from the circuits as the start point, but on the day, depending on the weather, the track may be performing better, so we can run a smaller sprocket, or if the track is a little bit damp, we have to put a bigger sprocket on.

“Different drivers may drive differently, so one might need a little bit more help out of the corner while another may want more speed at the top end. They can also adjust their engine performance when out on track by using a dial on the carburettor to move between high and low jetting to increase or reduce power.”

“But gains can also be achieved for less when it comes to set-up – a set of good rims are £500, while different casters can be as little as £50. That is one of the most vital things on a kart, and it is relatively cheap.”



Adjusting toe, caster and camber will help karts sit better and go faster

Driving Technique

When it comes to the driver, and their influence on karting performance, the most important factor is one that many beginners get wrong. Getting yourself in the right position is a fundamental part of becoming a good driver, because when you get it right, your body will work as a part of the kart’s structure.

Just like the engine is a part of the structural integrity of a Formula One car, the body of a karting driver helps to hold everything together. Terry Fullerton has trained some of Britain’s best talent in the last three decades and he explains: “To be fast and consistent, you have to sit in a way that you can be on top of the steering wheel and control your body in the kart.

“Inexperienced drivers, particularly younger ones who have not been taught any technique, very often sit in the kart wrongly. There is a habit these days of sitting too far away from the steering wheel, so the driver is hanging onto the wheel and going around corners lying on the outside of the seat, letting the seat hold you in.

“Instead, you should be holding yourself in place. I teach drivers to actually push on the steering wheel, as opposed to pulling, so the majority of the control is with the outside arm. If it is a right-hander, for example, the left hand is doing most of the control and when you go around a left-hander, it is the right hand.



“Once people start to master the push technique, they move forward quite quickly because it alters the way the kart handles, it alters your speed through an apex, and it alters your consistency too. If you are not holding yourself properly in the kart, you will wobble in the seat under braking, get a counter-effect on the steering wheel and sway into corners.”

Fullerton, who famously raced and beat Ayrton Senna during their karting days together, also says that moving your body to lean into corners is a “very bad thing” and recommends that one of the best ways to work on positioning is to get someone to take photos of you in the kart and analyse them.

“If you look at a photo of someone doing it right, you can see they are holding themselves and that the seat is not holding them in at the top of the rib cage,” he adds. “You should be using your body and your shoulders for steering. That is the technique to driving a non-gearbox kart fast. And it works everywhere.”

Seat positioning

To get the driver position just right, the seat should be fitted in a central location with the steering and pedal positions moved and set to suit. Short explains: “If a smaller driver sits nearer the front, they will have less rear grip than a taller driver. However, the smaller driver is also carrying lead ballast to reach minimum weight, so that can also be moved around.”

The kart and driver weight must be the same for everyone, so lighter drivers have ballast they can use to their benefit. Some keep it centralised, but others move it around to help tune the set-up and Short adds: “You can move it more to the front to help someone who is struggling on turn-in, while if you move it to the back, it will make the rear more stable.”



Kart chassis can have crack damage repaired and hidden by fresh paint

Braking

After driver positioning, the next most crucial element is braking, which Chapman says is what makes the difference between a driver at the front and somebody in the midfield. The key is having the ability to reduce speed quickly and efficiently, to be at the right speed for the apex.

“The skill is in braking as hard as you can without it actually locking up because the moment you lock up, you are not slowing down as efficiently,” he explains. “You have to be able to go straight from zero to that position immediately, you cannot gradually brake as you go into a corner because you are wasting time.”

“If you get that right, then it is simple power from the apex. If you get the power on before an apex, a kart will sit flat, put the rear wheels down and want to understeer – because it has not got that inside wheel up. After that, it is just about maximising all the track, using every centimetre you can into a corner, through the apex and then back out again.”

Vision

Karting, from the outside, appears like a frantic form of motorsport with lots of rapid direction changes, drivers jinking left and right as they jostle for position and clattering over bumps and kerbs in a long buzzing nose-to-tail chain. From the inside, however, the best drivers are in a serene rhythm, with their focus far beyond where they actually are.

Vision, and where to place it, plays an important part in any racing, and Fullerton says: “Often an inexperienced and nervous young driver will just look at the rear bumper of the kart in front. When that slows down, they brake and when that goes faster, they go. But that is a recipe for accidents and all sorts of problems.”

“You have to look past the karts in front. Your eyes should be above and looking at the apex of the corner you are coming up to. That is something that it is possible to teach and see the results easily, because you can spot when a driver is not doing it properly in the way that they follow like they are connected on a rubber band.”

Racecraft

The techniques that are used to put together a quick single lap remain crucial for racing, but learning the art of competition is an entirely different skillset. In a fast, tight, and intense field of karts, performance is all about being able to think fast and find the gaps. Theory can only go so far, and real racing technique can only come through practice.

Club race meetings, says Chapman, are an ideal training school for overtaking, because many in the UK do not have timed practice. “The grid is decided using a calculated random method for the front section, middle section and rear section,”

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KARTING PERFORMANCE

James Roberts



Different sprockets can boost acceleration or top speed, and can be swapped to suit your driving style

he explains. "When you are at the back, that gives a driver an excellent opportunity to learn how to overtake.

"At National and European level, it is all timed practice, and I believe British drivers have an advantage over our European rivals because of the Club style system. We have had a lot of fast overseas drivers come to us, but they cannot overtake because they have grown up in a timed practice world where, if they are quick, they never have to pass anyone."

Data analysis

One area where time and performance can be gained is by looking at data. At the top level of car racing, engineers spend thousands of hours analysing the information coming from the cars, and the top level of karting is very similar. However, it is vital to understand when to bring data analysis into the equation.

"When you have a driver that is a long way off the pace, a coach's vision, watching what they are doing, is most important," says Chapman. "As you go higher up the scale, the marginal gains become harder to find and that is when delving into the data becomes more and more important."

When Fullerton started, there was very little data available to help a kart driver analyse their performance, but over time that has changed. He admits he does not go deep into data analysis himself, but while he agrees it can be "very useful" if it is used right, he believes the old-school techniques of lap time analysis can be just as valuable.

"When I have worked with teams that do data analysis, we have been able to identify things that you cannot really do

James Roberts



Making the right tyre choice can be a huge factor in karting success

old-school," he says. "But there are also a few things that you can do without data – for instance, by watching karts out on track and doing split times. You can quickly spot if someone is particularly fast and try to analyse why.

"You can learn a lot from other drivers that are fast but if the quickest drivers are not in your team, you cannot access their data so that is when taking split times on the quick drivers can be a benefit. On the flip side, if you are the fastest driver in the team, you have everything to lose and nothing to gain, because everyone is looking at your data!

"You also have to be careful not to misinterpret data, which can very easily happen. For example, you might think a particular motor is faster on the straight, but there can be a number of other reasons why the kart is faster. You often have to be able to look past data to understand it. People say the data cannot lie, but sometimes it can."

Mindset

A lot of performance in a kart comes from simply having confidence in your machinery and your ability, and that comes from having belief in your technique. If you can feel when a kart is breaking away and you know what to do when it happens, you will have confidence to push that little bit harder. And that is when you can get close to the limit.

"About 90-95% of what the top drivers do on the track is in their subconscious," Fullerton says. "The conscious part of the brain is only really working a very small part of it, and actually, they have to work hard to break through into their subconscious when they are trying to learn a new technique.



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GP7 SRC ABP



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GP7 FRP

KARTING PERFORMANCE

I was going to sleep, half the battle is won already. [Senna] started using that later on in his career too, but he also had a religious element that definitely gave him an extra power."

Driver Fitness

Developing a good technique and having a good set-up on your kart are two extremely important steps towards a strong performance, but physical fitness is an equally vital third element. Anyone who has driven a kart will understand how much it can take out of you, even in a half-hour arrive-and-drive indoor session.

For Fullerton, it is this element that truly makes the difference. "A lot of the kids I have worked with have gone from being pretty good to very good because they went to the gym and got really fit and strong," he says. "You have got to have good upper body strength and decent fitness, because that makes honing the techniques an awful lot easier."

Rosa Dakin is a sports performance coach and fitness trainer who has worked with karting clients. She has developed techniques and exercises that are specifically designed to improve karting performance, with a focus on strength, breathing and reactions. Perfect all three and it is highly likely to result in better lap times.

Strength: To drive effectively, karting athletes need developed forearm and grip strength, as well as general arm strength, because that helps with the pushing technique mentioned previously. G-forces are also not just experienced through the head and neck, they impact the whole body, and without working on this, fatigue can set in as cramp during a race.

Dakin suggests doing a "farmer's walk" to improve this area and explains: "Grab kettle bells, dumbbells or even buckets of water in each hand, lift them up and hold them by your sides, shoulders back, engaging your core, and start to walk. Carry them for 30 seconds to begin with, repeating three times, then increase the weights each session."

Having good core strength is key to achieving a high-performance level for a long period of time. This goes back to Fullerton's core principals of karting, which is to ensure your body is effectively an integral and stressed part of the kart, giving it extra strength and stiffness in cornering. It will also help you brace against bumps.



A Sport Science coach can help drivers reach maximum potential

"There is a lot of sports psychology in the top end of karting nowadays, as there is in many sports, and most of the kids that were doing very well in Europe who I helped four or five years ago all saw sports psychologists on a pretty regular basis. There are quite a lot of techniques you can do that seem to work very well."

Visualisation

Visualisation is becoming an extremely popular tool to generate self-belief. The technique involves running through different scenarios – positive and negative – in your mind, to give your brain a certain mental preparation and Fullerton himself was one its early pioneers – even though he was unaware that was what he was doing!

"When I started karting, around the age of 12, on the Monday or Tuesday before the race weekend, when I was lying in bed going to sleep, I would visualise what I would do at the start and how I would react," he recalls. "I would imagine winning the race, look forward to the feeling of getting the chequered flag and the people slapping you on the back."

"I had a lot of success with that and won a lot of races, then when I was about 17 or 18, I heard of one of the 400-metre runners from America talking about this visualisation technique he was using and I thought 'hold on a minute, I was doing that when I was 12, no one taught me, but I was doing it!'"

"I remember feeling nervous, getting butterflies in bed before I went to sleep, really living the race. It was proper visualisation, and when you have won a race in your head, which I did as

Importance of fitness in motorsport

Motorsport UK TV explored why fitness is so important, showcasing techniques and unique insights with its Academy drivers at the Porsche Human Performance Centre. Watch the 11-part series [HERE](#)

Dakin says: “I would encourage all karting athletes to be in the gym at least twice a week. Plan two whole body strength sessions, made up of 5-6 exercises that include the differing movement patterns such as squat, hinge, push, pull, brace, and carry. If you really want to excel, invest in the advice of a qualified fitness coach who can support you to get stronger.”

Neck strength helps to withstand the cornering, acceleration, and deceleration forces. The stronger your neck, the more stable you are through the turn and the more control you have on your head to be able to focus on your racing line. It is also the best way to reduce the chances of concussion in the case of a crash.

“To work on this, you want to do something called an isometric contraction, which is used for bracing,” says Dakin. “Grab a resistance band – 15kg for adults or 5kg for younger drivers – and create a loop with one end of the band fixed in place – for example shut in the top of a door – and the other end around your head, so it sits just above your ears.

“Pull against the band until you feel resistance – an isometric muscle contraction – on your neck and hold it for five seconds before releasing. Do this three times in each direction – front, back and both sides – giving yourself a minute to recover between each hold. Do this at least three times a week before increasing the number of repetitions per set.”

Breathing: Measured breathing can improve any athletic performance and in karting, drivers often tend to hold their breath – consciously or unconsciously – through corners and even while accelerating and decelerating. This helps their body brace through the forces, and it is important to develop a feel for when you should, and should not, breathe on a lap.

If a driver is nervous about a race, their breathing rate can also increase and become shallower. This is not good, as it impairs the ability to take oxygen in from the air and transport it to the working muscles and will result in a negative impact on performance. Learning specific breathing techniques can help.

“This just comes with practice,” says Dakin. “The only way to understand your breathing is to spend time during practice concentrating on it. As you learn the track, pay attention to how you breathe through corners and on straights and where the moments are when you can relax slightly to get in some quality breathing. That way you will be more prepared.”

Reaction Time: Being alert is first and foremost about basic healthy living because this can improve your cognitive function – the ability to take in and process information. Make sure you have enough sleep; keep hydrated by drinking plenty of water; and eat foods containing protein, carbohydrates, and a variety of colour through fruit and vegetables.



Weekly gym training and resistance work should be part of every karter's routine

There are also training tools to hone reaction skills and Dakin adds: “Blaze Pod reaction light training tools are now more commonplace in motorsport, while a cheaper solution is the tennis ball drop drill, in which a partner holds two tennis balls out as you face them with your hands behind your back, then drops one and you have to react and catch it.

“Closer to a race, a structured warm up will prime the body physically and mentally by increasing heart rate, stimulating blood flow, and raising body temperature. This is not traditionally seen in karting paddocks, but can involve squats, lunges, star jumps – and when it starts to pay off, you will surely see more people following suit.”

Putting it together

These different tools for performance vary in importance depending on a driver's experience level. Rookies who are still developing the basics will benefit more from coaching and driver analysis, while those who are seeking incremental improvements are more likely to benefit from seeking subtle solutions on set-up.

Even spending just one day at a karting performance school can unlock hidden potential and Short explains: “We get a lot of people who have been doing outdoor rental events like Daytona, NKA Outdoor Karting, and, Club 100s coming along for a day to improve their performance. In those cases, we can often quickly improve them as they tend to be doing a lot of things wrong.

“A single day is more of an instructional experience, because we have got to get them to react quickly. We teach the basics – braking, lines, steering control, throttle application

– whereas with longer-term drivers its more about coaching, gradually introducing things and getting them to think and learn through their own skills.

“To a certain extent, you can spot a good driver just by seeing how they are bossing the kart, how they are controlling it – whereas usually when somebody gets into a kart initially it is just totally dominating them. My wife, for example, saw an 11-year-old Lewis Hamilton and although it was her first race meeting, she could easily spot he was extremely good.

“I do believe you have two different types of drivers – someone like Senna, who was considered a natural, even though he obviously put a lot of effort in, and then someone like Damon Hill, who had to work very hard at it. If they have the determination, the time, and the financial backing, you can make everybody into a great driver.”

Working on performance with a long-term focus is crucial for anyone who truly wants to rise up the ranks. That is where, budget permitting, joining a focused season-long driver coaching programme can really help, as can being part of a well-oiled team with plenty of resources, experience, and knowledge.

“Ideally, it should not be a short-term thing,” says Fullerton. “The budget has to be there, as well as the desire, but if you can build a long and close relationship, when I look back, they are the ones that have always had the most successes – everyone getting on well, spending time together in the evenings, the whole thing just comes together.”

With time comes understanding, and Short adds: “The more we work with the driver, the more we learn what they like. A driver who races once every three months is never going to perform as well because they are not in the kart as much and so we cannot really work with them on the chassis side of it.

“Being part of a team can work well on many different levels of budget. Sometimes a driver wants a private mechanic, sometimes a parent wants to be involved. We set up a race tent with six or seven karts, set the baseline to start – engine, tyres, and so on – and then throughout the weekend we monitor all the data to get the best out of their equipment.”

The final gains in performance then come from confidence, and Fullerton concludes: “I remember teaching Allan McNish, he was just ballistically quick, a big desire to win, very quick, very gifted, and you could see it straight away. Danny Wheldon as well, you could also see with him, a very quick driver.

“Paul di Resta, he had a lot of things going on in his subconscious that he had trouble controlling, but we were able to work on that. More recently, Jake Dennis was very good as well. Instantly you could see he was quick, but he did have stuff to learn.

“To run at the front in big races, you have to become the complete package – fitness, experience, skill, technique, good equipment – and then it is just a confidence thing that comes together with all of those elements. Once you get to that point, it is the smallest of things that can make a big difference.”



Thanks to Alex Short, S8 Racing; Terry Fullerton, Driver Coach; Gary Chapman, ProTrain Racing; Rosa Dakin, fitness instructor.

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Girls on Track at Stamford Bridge football stadium

All images: Karen Yeomans

Girls on Track breaks new ground

Since its inception, FIA Girls on Track UK has pushed the motorsport industry to introduce school-age girls to the challenges and rewards of a career in motorsport

In July the initiative went into new territory as it consolidated an innovative and exciting collaboration with the Chelsea Foundation, a community outreach programme run by Premier League and UEFA championship side, Chelsea FC.

On 14th July, 100 girls from London primary schools enjoyed a day at Chelsea's home ground Stamford Bridge, with guided activities including media and fitness training with F1 Academy driver Jess Edgar and LEGO coding challenges with Enovation. F1 Academy driver Chloe Chong lent her support to motorsport presenter, Marieta Evans, working on the presenting challenge. Chelsea Foundation set up its own coding session, where girls had the chance to code a robot football to move between female players – something that got all the girls talking about the current Women's World Cup! Additionally, an interactive AI initiative run by Microsoft

started interesting discussions around the increased use of artificial intelligence and its benefits in everyday use.

Jenny Fletcher, Girls on Track Programme Manager added, "We have been working with the Chelsea Foundation this year as we support their initiatives in schools as we both seek to inspire girls into STEM in general.

"One of our main goals is to influence those hard-to-reach girls in inner city areas and to increase the participation in children from diverse backgrounds. The work the Chelsea Foundation is doing with girls from underprivileged backgrounds to give them opportunities they would not usually have had is incredible. The event on 14th July was really a celebration of what we can achieve together. The girls had a great time and I hope we have piqued that interest to follow STEM subjects going forward."



Ready to race – STEM in action with the Girls on Track team

The collaboration started in early 2023 with the Chelsea Foundation reaching out to inner city schools in London to attend two days of Girls on Track UK at TeamSport's karting track in Acton, west London.

The Chelsea Foundation was established in 2010 and has since become the world's leading football social responsibility programme. To date it has supported communities and individuals in the UK and abroad with programmes using the power of football to motivate, educate and inspire more than 800,000 participants across 125 towns and cities around the world.

Sam Mardle, Schools Education Officer at Chelsea Foundation, explained the reasoning behind the seemingly unlikely tie-up between motorsport and football, two worlds which have had traditionally very little crossover: "Everything that Girls on Track wants to achieve mirrors our aims and objectives with Digital Blue, our STEM-based programme focusing on science and technology activities. Stereotypically motorsport and football have been seen as male-dominated areas and very much associated with the playing and coaching side, so our end goal is to increase awareness of the vast array of careers for girls to follow as they get older."

Girls on Track UK will continue to collaborate with the Chelsea Foundation over the course of the year as it



organises events in London. It will also continue its work with Manchester United

The Chelsea Foundation and Girls on Track working together to enhance STEM opportunities for young girls

Academy duo win 2023 ERC3 Championship

Motorsport UK Academy Team UK's Jon Armstrong and Cameron Fair, a graduate of the Academy's co-driver programme, have wrapped up the 2023 European Rally Championship 'ERC3' class title with two rounds to spare.

The duo's dominant Rally di Roma Capitale victory last month confirmed the title that Armstrong had already provisionally claimed at the previous round in Poland, but co-driver Fair hadn't, owing to missing the season opener in Portugal.

That was rectified as they romped home to a near four-minute win in Italy aboard their Ford Fiesta Rally3 Evo run by M-Sport Poland. It was Armstrong and Fair's fourth triumph in the eight-round calendar. Armstrong won the first round with another co-driver.

The only win Armstrong has missed out on so far in 2023 was Rally Scandanavia – because he was competing in the main ERC category that weekend.

"Five out of five, it's really good, and it's good to see the second per kilometre against the Rally2 cars keeps getting closer and closer," said Armstrong.

Jon Armstrong is a part of the elite Motorsport UK Academy Team UK cohort in 2023 – a national squad of competitors selected to receive a bespoke one-to-one performance programme, as they compete at the highest levels of the sport.

Cameron Fair is a graduate of the Academy's co-driver programme, which provides technical development sessions in writing Pacenotes, practicing recce, and creating services schedules. The co-driver programme also helps develop media skills, fitness, and sport psychology.

Find out more about Motorsport UK Academy [HERE](#)



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Motorsport UK Coaching's Accelerator Award

The newly launched Accelerator Award is designed to support those facilitating motorsport activity to get more people involved and enjoying motorsport activities either at a club, event or generally within the motorsport community. The course helps develop awareness, and improves understanding, allowing Clubs and members to promote fun and inclusive motorsport events and environments.

The online award provides guidelines on how to develop participants' confidence and ability in a motivational and engaging way, offering insight into the principles of coaching. Successful Accelerators may choose, as part of their own development, to advance their knowledge even further by undertaking the Certificate in Coaching Motorsport qualification (1st4sport, Level 2) as a next step on the coaching pathway.

The Accelerator Award course takes around 3-4 hours to complete over a series of ten interactive sessions which you complete at a time convenient to you. Each short training session includes questions and quizzes to both build your

knowledge and check your understanding. Each session is reached through the Motorsport UK Coaching Hub which includes useful added learning resources designed to enable and assist in your further development in motorsport.

The course costs £34.99 per person and each student will receive an Accelerator digital badge, certificate of completion and use of the Accelerator logo. Access to CPD opportunities and the online coaching community via the Coaching Hub is also included. To apply, you need to be a minimum of 17-years-old, be passionate about increasing the number of people participating in motorsport and have a basic knowledge of what motorsport is in the UK.



ACCELERATOR

To book on an Accelerator Award course, visit www.motorsportuk.org/get-started/coaching/accelerator-award and follow the course registration instructions. You will then receive a Coaching Hub login and then you will be all set to complete the award.

Bartle's brilliance in Italy

Harry Bartle rounded out his 2023 FIA Karting Academy Trophy Championship campaign with an 18th-place finish at Cremona, but that doesn't tell the whole story after a dramatic weekend of ups and downs at the Italian circuit.

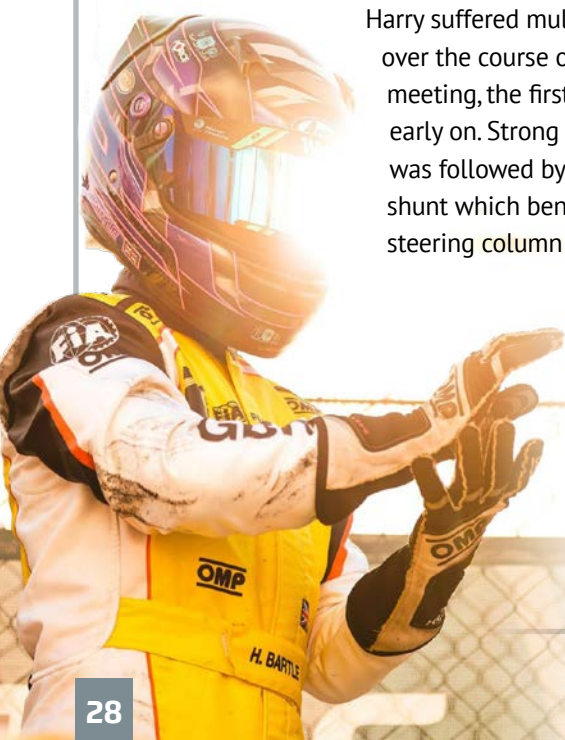
Harry suffered multiple setbacks over the course of the four-day meeting, the first of those coming early on. Strong pace in practice was followed by an unfortunate shunt which bent the track rod and steering column and led to Harry's mechanic Stuart Wright pulling out all the stops to rebuild the chassis in just a few hours.

Harry maintained his composure, didn't give up and bounced back with an 11th-place finish in his qualifying heat. With the heat results combined, he lined up 14th for Sunday's final.

Harry has shown great determination while representing the UK in this year's Championship, and that was no more evident in the final, after a bumpy opening lap saw him drop to 25th. Undeterred, Harry made a spectacular ascent back through the order and, after 21 laps, crossed the line in eighth. While a post-race penalty dropped him to 18th, it couldn't take anything away from Harry's performance in what is a very competitive series.

Harry ended up 20th in the overall standings after a mixed season featuring new (to him) tracks and poor weather conditions at the Trinec round. It's all been part of the learning experience for Harry, who has displayed great attitude throughout, and continues to learn and develop.

Special thanks go out to Harry, his father Rob and mechanic Stuart for the on-event assistance, and the entire Bartle family for their support from home.

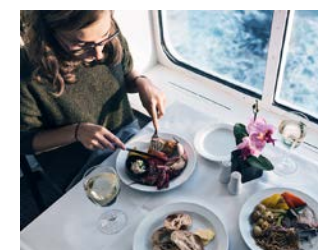


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car onboard and arrive in France less than four hours' drive from Spa-Francorchamps. You can also reach the German border in about four hours by car or travel further north to the Netherlands.

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Take a short break to the Dutch capital and enjoy a two-night adventure to Amsterdam. DFDS's exclusive mini cruise offer includes two nights onboard the ship, with breakfast included on your outbound journey, and bus transfers to and from the city centre. Once you disembark in Holland, you will be taken into the city centre where you'll have six hours to explore to your heart's content. Make the most of beautiful canals, incredible Dutch cuisine and fascinating museums, and more. Enjoy a second comfortable overnight sailing back to Newcastle and be sure to take advantage of the Duty-Free discounts in the onboard shops. For Motorsport UK supporters, DFDS offers a fabulous 33 per cent discount on cabin rates.

Click [HERE](#) for Motorsport UK discounts from DFDS



2023 Motorsport winner, "Altitude" –
taken by Stuart Stretton

Catch the moment

Entries open for Shutter Hub's AUTO PHOTO Awards

The second annual AUTO PHOTO Awards, celebrating the best in automotive photography, are now open for entries until September 18th at 5pm GMT. Run by global photography organisation Shutter Hub, the awards had a successful debut in 2022 and continue their partnership with Motorsport UK this year.

Dedicated to showcasing photography talent and creating opportunities for them, 15 top-tier awards are on offer for entries into the five diverse categories:

- Innovation
- Cars as Art
- Scenes and Styling
- Car Culture
- Motorsport

Prizes include one year's membership to Shutter Hub for the five overall

winners, plus 30 of the winning and Highly Commended images will be showcased in the AUTO PHOTO Awards exhibition, which featured at Motorsport UK HQ this year. The top 100 images will be published in the dedicated AUTO PHOTO 2023 book produced by Shutter Hub Editions.

There's also the Motorsport UK Award, where accreditation for one Motorsport UK-organised British championship will be offered to the winning photographer alongside an opportunity to join the Motorsport UK panel of photographers as a paid contributor.

Judges include The Duke of Richmond (owner of The Goodwood Estate; founder of the Festival of Speed and Revival events), Shutter Hub and AUTO PHOTO Awards founder and creative director Karen Harvey, and Alessia Glaviano, Head of Global at PhotoVogue.

For more information and to enter, head to <https://autophotoawards.com>



Aspiring young rally driver

Motorsport UK's mission is to inspire and enable more people to participate in our sport in a safe, fair, fun, inclusive and progressive environment. 19-year-old Kelan, from Gloucestershire, has severe haemophilia – but this didn't stop him from getting his Motorsport UK licence and getting his dream to be a rally driver underway.

Haemophilia is a rare condition affecting the blood's ability to clot. Impacted individuals bleed for longer than usual, for

example with nosebleeds or wounds, and can suffer from from pain and stiffness around their joints due to internal bleeding.

Kelan's ultimate goal is to race as part of a team and have his car's livery branded with a reference to his haemophilia. "My condition is just part of me and my identity, whether I want it or not, so there's no point shying away from it," he says. "For me, it's about pursuing a dream and not letting haemophilia stand in your way."

HELP BUY AN AMBULANCE FOR UKRAINE

Motorsport UK stands united with the Federation Automobile d'Ukraine (FAU), the Ukrainian motorsport community and the Ukrainian people

Motorsport UK is purchasing an armoured pinzgauer ambulance to send to the FAU. We are close to achieving our target of raising £60,000 but still need further support from the motorsport community to help us as we edge close to the finish line.

Motorsport UK began fundraising for the armoured ambulance back in May 2022 and the vehicle was recently displayed at Flywheel in June. Donations raised over

the summer, including from the recent Motorsport UK & Scramblers Assembly Drive-Out event at Bicester Heritage, have pushed the fund through the £50,000 mark and now, thanks to continued community support, the £60,000 target is in sight.

Any additional funds raised will be used for logistics and medical supplies so that the vehicle is shipped out to the Ukraine as soon as possible.

Further donations to help reach the £60,000 target can be made at www.gofundme.com/motorsportuk



The armoured pinzgauer ambulance on display at Bicester Heritage helping to push the total raised closer to the £60,000 target



MoRe Modena Racing wins Formula Student 2023

The Italian team from University of Modena and Reggio Emilia become two-time winners at the Formula Student UK Competition

For 25 years, the UK Formula Student competition has challenged student teams to produce a working prototype of a single-seat race car for autocross or sprint racing, with a combination of formal presentations and on-track dynamic events used to test their engineering skills.

Teams braved the rain and slippery Silverstone conditions to post their best times across multiple events. The rain lessened by Sunday and the track eventually dried, leading to an exciting Endurance event at Copse corner that also featured a parade with previous entrants from Glasgow, Aberdeen, and Birmingham, to celebrate the competition's anniversary.

Although having been absent from the competition since their last outing and maiden win in 2019, the Italian team from the University of Modena and Reggio Emilia returned to the UK in fine form, with their combustion entry scoring several other awards this year. Staffordshire University were delighted with their runner up position and Oxford Brookes University clinched third place while retaining the coveted Engineering Design for a second year running. Egypt's Ain Shams University showed excellent development by securing the Concept Class Overall Winner for 2023.

Modena's sister team MoRe Modena Racing Hybrid also had success this year, claiming the title of the first hybrid combustion/electric vehicle to get through scrutineering and out on to the track at Silverstone's Copse corner.

In another first in the competition's history, teams running petrol engines had the chance to run new biofuels offered by Coryton and Motorsport UK, in a bid towards running a more sustainable competition. These were used by several combustion entries this year, including overall winners from Modena who were running an E85 fuel.

David Richardson, business development director at Coryton, said: "It's been fantastic to see sustainable fuel in action for the first time at Formula Student this year, and we were delighted how many teams decided to take up the option of running on second generation advanced biofuel."

Ian Smith, Technical Director for Motorsport UK said: "Congratulations to all the teams on their professional submissions to the 2023 edition of Formula Student. A particular compliment to the team from Modena, winners of the 2023 Motorsport UK Sustainable Fuels Award for their incredibly successful incorporation of sustainable fuels in their design."

2023 was the first year that the competition's Sim Racing finals were held in tandem with the main competition's events at Williams Esports' headquarters at Grove. With over 45 teams taking part in the finals event that was streamed live, it marked the culmination of eight rounds of race events interspersed with engineering challenges designed to test the capabilities of teams to adapt and overcome racing scenarios. Across the series, the University of Glasgow



The FS-AI competition featured 20 entrants in 2023

presented a serious challenge to all competitors, claiming both Engineering Challenge Winner and Overall Winner titles this year.

Meanwhile the FS-AI competition continues to gather interest, with a record 20 entrants this year filling out the garages as they developed their autonomous driving systems. While first year entrants Edinburgh Napier and Glasgow posted strong fourth and third results respectively alongside Coventry, the FS-AI dynamic events were dominated by The University of Edinburgh, who went on to claim the overall win.

The full list of award winners and scores will be available on the Formula Student website [HERE](#)



The Endurance event held at Copse corner, Silverstone



Mike Dixon – a friend and colleague

Motorsport UK was saddened to hear of the death of long-term official Mike Dixon last month. He was 83 years old.

Mike was involved with Snetterton Circuit for nearly seven decades, initially taking photographs from the spectator areas and later reporting on and taking photographs for *Autosport* magazine.

Mike had been an active member of Sporting Car Club of Norfolk, primarily involved in stewarding race meetings, he continued to take a keen interest in what was happening in local club life as well. He had branched out into stewarding the rally at Snetterton and was instrumental in establishing Rallycross at the circuit back in the 1980s.

Mike served as an Event Steward for a variety of Motor Clubs in the 1990s and was appointed as an MSA / Motorsport UK Steward in 2002. He undertook this role very professionally, but with a great deal of common sense. He was very well respected by both Officials and Competitors, and served as a mentor for many up-and-coming motorsport officials.

Mike was well known for his enthusiasm for, and knowledge of, American and NASCAR Racing, which resulted from his many business trips to America during his time while employed by Norwich Union.

Motorsport UK sends its condolences to Mike's family and all who knew him.



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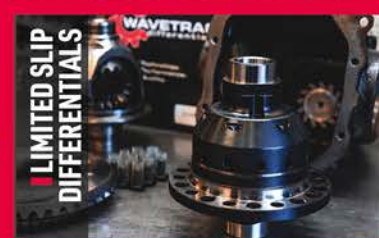
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Free iRacing for a year

In an exclusive deal between ASN's and iRacing, Motorsport UK has access codes for new members to sign up for iRacing for 12-months. Using the single-user codes, paid-up members of Motorsport UK Esports can get a free 12-months subscription to iRacing and access the new FIA F4 car which is not usually available to base-membership subscribers.

A 12-month subscription to iRacing costs \$110 dollars, and to buy the FIA F4 car is a further \$11.95 – so this is a £100 offer. Motorsport UK is giving new drivers who sign-up for the paid Esports membership (£24.99) the opportunity to grab this

bundle as part of their Motorsport UK Esports package. This is only available via ASN's, and therefore will not be available to drivers anywhere else in the UK.

Further details about the iRacing membership can be found at www.iracing.com/membership

To register for a membership to claim this offer click [HERE](#)

This is a first from iRacing, and a first from your ASN, so get onboard today. New iRacing members only, not available for renewals.



Esports Committee members sought

Motorsport UK is creating an Esports Committee, which will operate in a similar manner to the other committees already in place to serve and provide guidance across many aspects of motorsport. If you have the relevant experience of this specialist area, 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 expertise, together with a covering letter on how you can contribute to the Committee. This is a voluntary / unpaid role. Applications are now open and can be submitted to esports@motorsportuk.org



A new community championship – the Motorsport UK Esports GT Challenge – has launched. Paid-up members of Motorsport UK Esports can compete in this championship for free – access is included with the annual membership.

A mix of GT3 and GT4 will race on three iconic UK circuits in this community-focused championship, where two-driver teams compete in two-hour races. Once registered, you will be allocated a Discord role for this championship, where all further information will be communicated.

Base Performance Simulators are onboard as partners and is offering the winning team in each class an hour session in its state-of-the-art GT Simulator. The second-place team in each class will win hospitality tickets to a British GT Championship round of their choice, while the third-place team will get a pair of general-access tickets.

This is the first example for this style of championship, and many more are expected in the future. To register your team click [HERE](#).



The first Motorsport UK Esports approved event



The Sim Racing Collective presents the TSRC iRacing Knockhill 6hrs – a six-hour team endurance race on the iRacing platform, around Knockhill circuit in Global Mazda MX-5 Cup cars. This will be a great entry into endurance racing, for paid-up members, based on how accessible, and simple the Global Mazda MX-5 car is to drive. This event includes live stewarding, broadcasting, and prizes. To find out more see www.thesimgrid.com/championships/3493





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For any further information about the Wave Lynx or other models please use the contact information below or search for waveitaly.com

Hansen Motorsport sees stars

Hansen Motorsport has set itself as the benchmark for sustainable practices in rallycross, becoming the first team to achieve FIA Three-Star Environmental Accreditation. FIA Environmental Accreditation sets rigorous sustainability targets for motorsport participants to achieve, covering 17 different action points to ensure the environmental impact of our motorsport activities is managed and minimised wherever possible. These areas include:

- A clear commitment and leadership to environmental management
- Reducing usage of energy and water
- Creating safeguards against potential pollution caused by racing activities
- Implementing an environment-first procurement policy and supply chain
- Identifying methods to improve sustainability of team logistics



A key pillar of Hansen's Three-Star Environmental Accreditation has come from the development of an ISO 14001:2015 certified environmental management system, which ensures that its ambitious environmental goals are met through proper planning and execution.



HansenMXR_RedBullContentPool

Silverstone Circuit / @aroff1



Silverstone commended

The third annual edition of the Sustainable Circuits Index™ (SCI) published last month has revealed that Silverstone Circuit has received a commendation for its focus on sustainability in 2022, improving its absolute SCI™ score by 29 points and earning its place as 'Most Improved Circuit' in the year's Index. Silverstone Circuit is now ranked in the top five around the world for sustainability.



Motorsport UK Technical Director Ian Smith visited the Formula Student finals event at Silverstone last month to see first-hand how the Coryton sustainable fuel, supplied under a grant from Motorsport UK, was helping Formula Student towards its goal of being carbon neutral. For more information on Formula Student in this issue, see page 32.



Minerva's Virtual Academy becomes official education partner

Motorsport UK is pleased to announce Minerva's Virtual Academy as the Official Education partner of the ROKiT F4 British Championship certified by FIA, as well as the Wera Tools British Kart Championships (BKC).

Minerva's Virtual Academy (MVA) is a multi-award-winning online school for students aged 11 to 18, offering a dynamic alternative to conventional schooling. The school caters to the unique needs and aspirations of each student and helps young athletes to balance their sports and academic pursuits.

Beginning this academic year in September, MVA will offer its comprehensive programme of flexible GCSEs and A Levels to British F4 and BKC participants, enabling them to pursue their busy schedules without having to travel to a physical school location. Student-athletes at MVA can watch lessons back and benefit from 1-2-1 contact with an athlete mentor, who helps them develop skills that benefit both their education and their sport, such as personal organisation and media training. Additionally, the school offers a world-first BTEC in Esports for sixth-form students, and a bi-weekly High-Performance Club, which unites the MVA's top-performing student-athletes across various sports like tennis, golf, and football. Among their current students are Dion Gowda and Jaden Pariat from British F4.

MVA has built a successful record of working with young racing drivers, highlighting the growing demand for better and more flexible education solutions within the motorsport

sector. Current British F4 students include Dion Gowda and Jaden Pariat.

Eve Lake-Grange, ROKiT F4 British Championship Manager noted, "Development of our drivers is our number one priority, and that is as much about helping and supporting them outside the car as improving lap times. Some of our drivers are with us at a critical time in their education. Virtual schooling enables drivers to benefit from the flexibility and they can engage more with both the racing and education if they have the ability to balance commitments."

Dan Parker, British Kart Championships Manager applauded the addition. "I'm pleased to welcome Minerva's Academy as our education partner and look forward to seeing our drivers' academic successes in addition to their on-track achievements as their careers progress."

Lawrence Tubb, Headmaster of Minerva's Virtual Academy, added: "In the past, it's not been easy for many young people in sports to balance their important academic work with growing their athletic careers. We are determined to continue setting the very highest standards for flexible online learning, and I'm very excited to welcome a brand-new intake of students in September who are coming to us from our new relationship with Motorsport UK."

For further information on the Minerva Virtual Academy, see www.minervavirtual.com/mva-for/sport

Motorsport UK is committed to supporting educational requirements, however it is essential that parents and students find solutions that meet the individual needs of each driver. For a more personalised discussion, prospective students and their families are welcome to schedule a MVA Discovery Call with the Admissions team.

UKC Rotax National Trophy gets Motorsport UK Permit

The Ultimate Karting Championship (UKC) launched around 2020/21, and now as its 2023 season wraps up in August, the final race of the year – the UKC Rotax National Trophy – will be the first UKC event run under a Motorsport UK Permit.

Held at Warden Law on 15th-17th of September, the racing will feature on the UKC's global TV broadcast / webcast, and plans are being made to follow this with a UKC-run Championship for the Rotax Class as part of a new Motorsport UK Kart Championship Pathway in 2024.

Motorsport UK and UKC have been collaborating to align the technical regulations during the recent restructuring process, and on the sporting side we have worked closely to align policies to protect and support competitors and teams on and off event. Running the Rotax Trophy Event under a Motorsport UK Permit is the next logical step, and one that everyone is keen to support.

"We are delighted to welcome the Ultimate Karting Championship into our portfolio of Championships for 2024 and beyond," added Dan Parker, Karting Manager at Motorsport UK. "Having watched the UKC Championships with interest over the last couple of seasons, it is clear that Paul and his team have a real passion for the sport and offer their drivers the opportunity to compete for some fantastic prizes, and complement this with a modern promotional approach, on and off event. Welcoming the UKC into our community will be the first step for us in creating a new Karting Championship Pathway for drivers moving from non-licensed events into Motorsport UK Karting – helping to create a new era for Championship karting in the UK."



Member benefit of the month

Link is a world leader in engine management, with integrated solutions from standalone engine control units (ECUs) to power management, data, dashes, accessories, and the world's largest range of plug-in ECUs for major performance engines. Links' ECUs manage the complexity of modern engines with thousands of tuneable variables to match any performance profile and give you the competitive edge.

Motorsport UK members who purchase any Link ECU will receive a choice of three months of MyRaceLab (the ultimate analysis and performance tool for motorsport drivers of all levels) or a large bundle of official Link Merchandise, made by Hardtuned, which features hoodies, t-shirts, caps, stickers and more.

Click [HERE](#) to find out more.



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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MEET... JOHN RYAN

Sport and Safety Director at Motorsport UK – 2023 marks his 25th year with the governing body

As well as a Director at Motorsport UK, John is Vice President of the FIA Single Seater Commission, and a member of the FIA Homologation Commission and CIK (Karting Commission). *Revolution* interrupted his busy schedule to learn more about his passion for motorsport, and how his career developed from his early days at the wheel.

“My father was a motorsport fan – mainly with motorbikes where he also competed,” reveals John, “so I guess I grew up around motorsport from a toddler. I recall the smell of Castrol R, taking to a small 2-stroke motorbike (Italijet) when I was only three years old, and experiencing my first crash into a dog kennel... A little later in my childhood I competed in Kart Racing, holding at the time, a RAC Motorsports Association licence. I was only competing at club level and was lucky to replace my tyres once a year.”

“When I was completing my studies for my HND in Motor Vehicle Engineering at Brooklands college in 1998, one of my lecturers brought to my attention that the RAC Motorsports Association was looking to appoint a Technical Support Engineer and made an introduction. This was my first full-time job and I also anticipated that it would be a steppingstone towards a dream of working in Formula 1. When working for the governing body at the time, one condition was that I had to surrender my competition licence. Although this was a compromise, I had run out of talent and was now focusing on other things. The rules have since changed, and Motorsport UK employees can now hold a competition licence, but with certain conditions applied.”



Racing with Camberley Kart Club



Working with the MSA in 2005



Speaking with Trevor Carlin during the Motorsport Day at the Houses of Parliament

John used to race karts at Camberley Kart Club and worked at his father's specialist engineering factory in Woking, running CNC mills and building specialist components for all sorts of industries, including motorsport. Since 1998, he has progressed from Technical Support Engineer to Technical Executive, and on to Technical Director. He now holds the title of Sport and Safety Director.

“I never appreciated how much infrastructure was in place to govern the sport,” adds John, “or the amount of experience and how many people gave up their free time to make the sport possible. The diversity of disciplines was also an eye opener, as many people assume motorsport is purely Circuit Racing and really this is just one of 13 disciplines now on offer.

“Over the past 25 years the number of challenges motorsport faces has increased, especially external pressures when trying to grow the sport. With so many options and activities now available to society to utilise their leisure time, motorsport has stiff competition. Motorsport UK has evolved well in identifying these challenges and trying to promote grassroots motorsport, which needs little in the way of spending and preparation. The Streetcar campaign is a good example of this and demonstrates how anyone can get involved.”

Staying with an organisation for such a long period is a big achievement, and one *Revolution* is delighted to help John celebrate, but has he ever been tempted to leave?

“There have been some offers in the past, however working at Motorsport UK I am not just in a job I enjoy, but also part of a big family – this of course includes my colleagues in Bicester but, very importantly, the whole community of Clubs, Officials and Competitors that make up motorsport here in the UK.

The job is very challenging, and it is often a 24/7 commitment, however I still feel fresh and have much to offer.

“There have been many proud moments since 1998, but one aspect I have enjoyed the most over the years is seeing young talent from starting at an early age and achieving their dreams. Interaction with drivers such as George Russell – from their initial days of karting and seeing them reach the pinnacle of the sport – you hope reflects well on the work by many from the governing body. Naturally my progression within the organisation in my different roles is something I also feel proud of personally.”

And what of the future? With the challenges arising from climate change and social relevancy, will motorsport continue to retain John's attention?

“Motorsport UK CEO Hugh Chambers has focused our attention with these very challenges with Vision 2030 where we are developing and running many workstreams to deal with these issues. The internal combustion engine feels under threat, which would not be good for motorsport. There is much work taking place to ensure today's internal combustion engine vehicles can continue for many years using carbon-neutral alternative fuels – this is vital for the vibrant Historic community. Ensuring motorsport does not discriminate and can welcome all is an important message to get across. There are some great initiatives in place to try and drive greater awareness and opportunity for everyone to enjoy motorsport in all its forms.”

Congratulations John Ryan on your first quarter-century here at Motorsport UK. 🌀

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

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

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

More than one hundred athletes are currently on the scheme. *Revolution* meets four more young British hopefuls.



Jon Armstrong

Born:

Enniskillen, N. Ireland,
11th December 1994

Academy programme:

Team UK

Competes:

European Rally Championship (ERC3)

Recent results:

2023: ERC3 – 1st in Rally Serras de Fafe, Rally Islas Canarias, Rally Poland, Rally Liepaja 2022 and 2021: Junior WRC – 2nd overall

What is your earliest memory of motorsport?

My dad was a co-driver and I watched him a lot in local clubman rallies. He and his friend rolled the car once and I remember going to the stage to see them. That was exciting – maybe less so for my mum. I also grew up when PlayStation came out, so playing *Colin McRae Rally* is one of my earliest memories too.

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

Winning Rally Sweden in Junior WRC last year. Fast roads lined with snowbanks is totally alien to anyone outside of Scandinavia, so it can be difficult to get on the pace. It was really cool to pull together a great performance with a new car, new co-driver, and no testing.

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

Missing out on the Junior WRC title in 2021. We had a good season, but it was a tight battle and whoever won the final round would be champion. I was leading after day one, but I got caught out in the fog and slipped off the road. It feels like the one that got away – but have to put it behind you.

What has been your biggest and best opportunity?

At the end of 2015, I won an M-Sport shootout and with it a 50 per cent scholarship for a WRC Drive in the Dmack Fiesta Trophy, similar to Junior WRC now. The next year, I had done well and won two

more drives in a faster WRC2 car for 2017 – so that was all thanks to winning the shootout!

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

To be a Rally driver at a high level and compete in WRC. Winning the Junior WRC, which I missed out on in the last two years, was part of that plan. The next step is to get more chances in a Rally2 car and to compare myself to strong opposition and prove myself.

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

Sébastien Loeb. He totally dominated the sport for around 10 years, so I am sure I could pick his brains on a thing or two!

What is the biggest thing you have learned from the Academy?

To look at every aspect of my performance in more detail. Having a coach to help go through each area, pre- and post-event, is something I never had before. It has helped me consider certain aspects that I had not done previously.

How are you doing this year?

I am driving an M-Sport Poland Ford Fiesta Rally3 and we have won the first four events. It is awesome that M-Sport Poland want me to be their driver.



Daryl De Leon Taylor

Born:

Drogheda, Ireland,
2nd August 2005

Academy programme:

Enhanced DiSE

Competes:

SR1 Radical and Britcar Endurance Championship

Recent results:

2023: BEC championship – 5 class wins, Championship leader; PRO Radical SR3 – 4 wins, Championship leader

2022: Radical Sportscars – British and World Champion

What is your earliest memory of motorsport?

Driving my first kart – an old Honda cadet – at Rye House. I was going way too fast, absolutely loving it... I still have that kart tucked away in the garage.

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

Winning the Radical Sportscars SR1 championship in the UK last year then flying to Spring Mountain, Las Vegas, to compete in the Radical World Finals. I was driving the 425bhp Radical SR10 for the first time ever, but by Sunday I was crowned World Champion in the 'Platinum' class. It was an absolutely amazing job by the team, Radical and everyone involved.

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

A few years ago, at the Dubai karting 'O' plate, I was battling for the lead in the final when, in the closing laps, a chain snapped, and I lost all forward drive. There are plenty of low moments in racing, but you must keep your mind focused and get on with it.

What has been your biggest and best opportunity?

This year's Team HARD scholarship win. It has given me the chance to drive a Touring Car, compete in the remaining rounds of The British Enduro Championship in a Porsche GT3, do a day tyre testing in the team's BTCC Cupra, and put me in a fantastic position for the second part of the year.

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

Ideally a manufacturer factory drive in GT, Touring Car or Enduro. I love everything about racing. I really work hard at it, so if I was offered a factory drive it would be the icing on the cake.

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

I would have said BTCC driver Bobby Thompson, but he has already been a great help and mentor to me! So, I would choose Jules Gounon, a factory driver in GT, 24hr enduro, LMP, as those are the disciplines I hope to explore in the future.

What is the biggest thing you have learned from the Academy?

I have learned a lot by just being immersed in racing. Being with a group of like-minded racers, you are talking about racing, living and breathing racing, and being taught by people who have an interest and experiences in racing. You just learn so much, there is no other place like it.

How are you doing this year?

I am competing in British Endurance in a Porsche GT3 and Radical Sportscars in an SR3 XX. There are some calendar clashes with other important races too, so we will have to see how it all works out.

>>>>>



Emma Clarke

Born:

Ludlow, 2nd March 1997

Academy programme:

Futures Co-Drivers

Competes:

Heart of England Championship; IPS Rally Challenge; British Historic Rally Championship (selected rounds); Roger Albert Clark Rally

Recent results:

Nicky Grist Stages – Rtd; Brawdy Stages – Rtd; Abingdon CARnival – 4th in class; Plains Rally – Rtd; Dixies Challenge – 4th in class.

What is your earliest memory of motorsport?

My parents were integral in the organisation of the Kerridge National Rally (now Rallynuts Stages) and my dad competed in lots of events. I remember going with my sister and standing in Welsh forests, usually in the rain, asking my mum if every car that came past was my dad, before finally waving at the right car!

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

Being selected onto the Motorsport UK Academy. It has given me the opportunity to work with – and receive guidance from – Nicky Grist, Paul Spooner, Seb Marshall, M-Sport, and many others.

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

Retiring from any rally is a low, but the Woodpecker Stages in September last year was the lowest. It was my local event and we picked up a puncture halfway through the first stage. That damaged the brake line and we had to pull over due to safety concerns.

What has been your biggest and best opportunity?

Joining M-Sport for a week at WRC Sardinia, which gave me valuable insight I would not get at my current level. I got involved in logistics, media and PR, shadowing numerous team members and also being part of the hard-working weather crew. I was also honoured to be asked to join British Historic Rally Champion Henri Grehan on this year's Roger Albert Clark Rally – I will compete against my dad who sits with Jason Pritchard on the Rally!

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

The dream is to compete internationally in the European and World Rally Championships. I work as a dental nurse and enjoy doing that alongside my rallying. My plan is to continue advancing at national Clubman level before progressing to the British Rally Championship and beyond.

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

There is no one single person. I believe it is important to listen to it everyone and use what you need, as there is always something new to learn. M-Sport's WRC Team Principal Richard Millener has already given me great insight into forging a career in motorsport.

What is the biggest thing you have learned from the Academy?

The importance of building a network and talking to people. From a practical perspective, the art of making notes on reces and understanding the high level of organisation, commitment and attention to detail required to create a good set of notes to be competitive on an event.

How are you doing this year?

I am competing in a range of different Championships and cars. The biggest challenges are finding seats for select events and balancing my work with my rallying. I would like to thank Matt Walk (Heart of England) and Terry Frayne (IPS) for their hard work in coordinating their respective championships, and also the drivers who have taken me so far over the last eighteen months.



Ben Lawrence

James Black

Born:

Dartford, 2nd October 2003

Academy programme:

Team UK Futures

Competes:

The Vertu Motors Mini Challenge Trophy

Recent results:

2023: Two Rookie wins, 4th and 5th Overall; Top 10 in 8 of 9 races



What is your earliest memory of motorsport?

It was at a very wet Brands Hatch British Touring Car Championship (BTCC) race, and I remember Colin Turkington, in the orange RAC BMW, racing very well in those conditions.

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

Winning in Britcar at Donington Park in very slippery conditions in 2021. I was driving a Renault Clio Cup car and after the pitstops I had to chase down a near 30-second lead to the Clio in front. I caught up and overtook them on the last lap.

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

That was also at Donington Park, when I made a slight error going into the chicane and ran over the little yellow kerbs. It caused some terminal damage to my car. I certainly will not be doing that again.

What has been your biggest and best opportunity?

Being able to compete in Mini Challenge this year and be on the support bill for the BTCC. That has been a dream come true and I am hugely thankful to my parents, my sponsors, and Graves Motorsport for believing in me and supporting me.

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

To race in the BTCC and I hope to be there within five years. However, as motorsport is often budget limited, I will not complain if I continue racing at a high national level for many years to come.

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

Colin Turkington. He is a four-time champion and I have watched him for years. I would love to get some training advice from him and to speak to him about how he tackles certain situations.

What is the biggest thing you have learned from the Academy?

To never give up and to believe in myself more. Only a select few drivers get the chance to be in the Academy. The variety of workshops and driving opportunities keeps me striving for success.

How are you doing this year?

It has been fantastic. I am consistently fighting in and around the top five and have had two rookie wins so far. Getting used to a car with so much grip and learning how what the limitations are, has been challenging, but I am getting my head around it.





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Drag Racing is a feast for all the senses. Noisy, fast, fiery, and flat-out, it is precision, racecraft and speed. The performance facts and figures involved in the discipline are mind-blowing. Here are some of the numbers behind it

1,000

Feet – over which, for safety reasons, Top Fuel Dragsters and Funny Cars race today

60

...years ago, Britain first heard the bark of nitro-burning V8s when Americans Mickey Thompson and Dante Duce brought their fuel dragsters over to race 'the father of British drag racing' Sydney Allard

1,320

Feet make up a quarter-mile, drag racing's classic racing distance – sometimes shorter, never longer

20

The total number of Run What Ya Brung, Saturday Night Special and Dial-In Day public track days hosted by Santa Pod in 2023

1966

The year in which Santa Pod Raceway opened for business as Europe's first permanent dragstrip, on Easter Monday, 11th April – sadly, Sydney Allard died the next day

62

The combined price in pounds for a standard Run What Ya Brung track day at Santa Pod – comprising entrance admission (£17) and signing-on fee (£45)

3

The number of elements that make up the reaction time to the green light:

- Driver's reaction time
- Vehicle reaction time
- Roll-out – the distance a front tyre rolls before the blocked light beam reconnects and activates the timers

3.773

Seconds is what it took Ida Zetterström to cover 1,000ft at May's FIA Round 1 – a European Top Fuel Dragster record, crossing the line at 321.01mph (516.62km/h)

150

Used slick tyres are employed per year to 'rubber-up' the track surface in conjunction with 55 barrels of VP Traction Compound (11,275 litres)

10,156

The peak horsepower measured by an electro-magnetic torque sensor installed on American Tony Schumacher's US Army Top Fuel Dragster in 2015



For more information on the high-octane, high stakes world of Drag Racing click [HERE](#)

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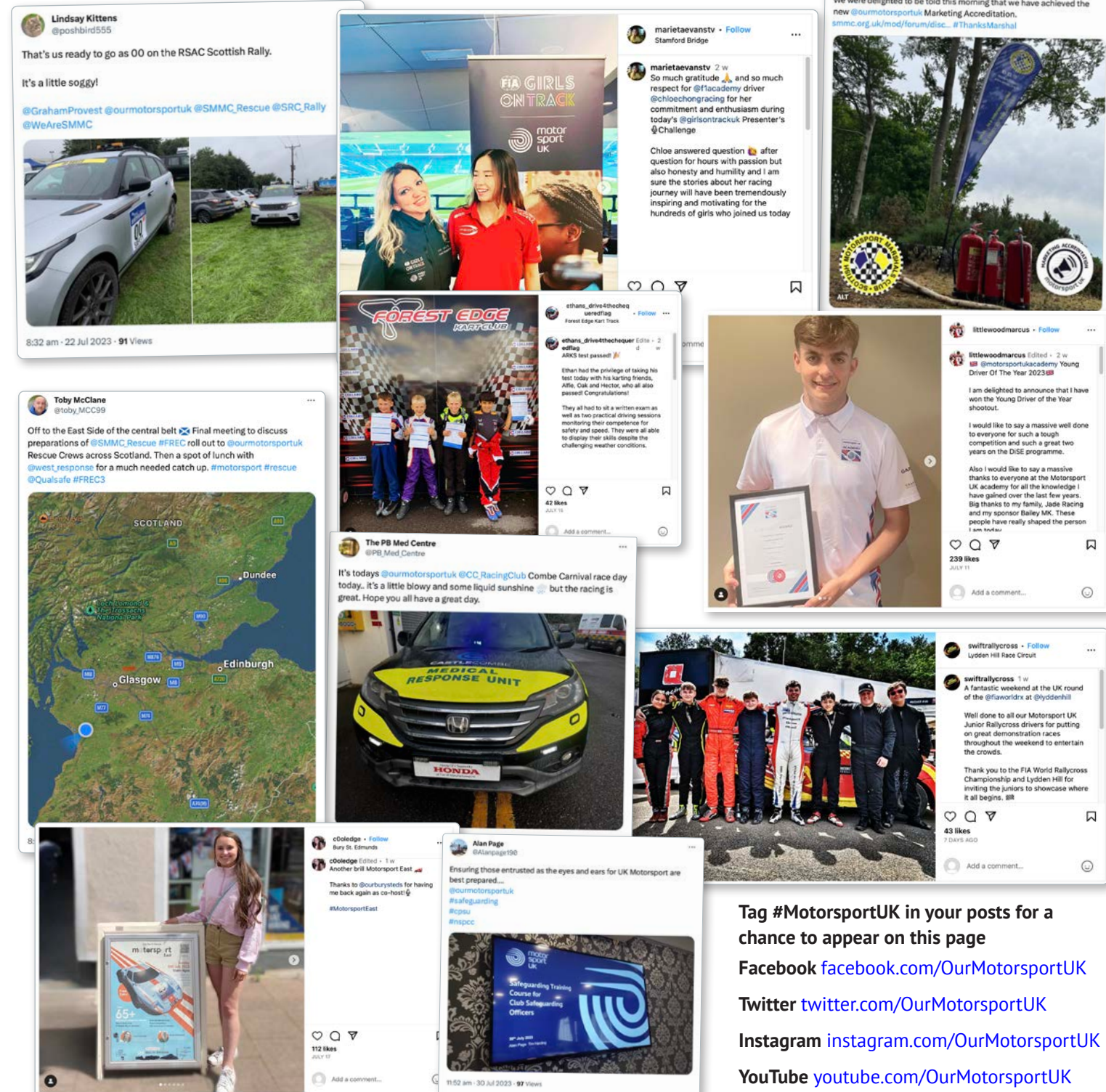
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MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

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



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MOTORSPORT UK ON YOUTUBE:
Girls on Track UK & Chelsea Foundation:
inspiring girls into STEM and motorsport

...run an AutoSOLO

AutoSOLOs are a great entry point into motorsport and a great way for Clubs to encourage newcomers and train future organisers. This is how to run one

AutoSOLOs, which are a part of StreetCar, are relatively easy and cost-effective events for Clubs to organise. All they require is a compact venue, with a sealed surface, and room for a couple of 200m x 200m tests, a set of cones and ropes or barrier tape, and some enthusiastic volunteers to set them up.

The limited barriers to entry makes them a popular form of motorsport, with a relatively simple format (drive the course against the clock) that is good for beginners, but also challenges those who want to push the limits.

They are also ideal events for Clubs to train members up to be sector marshals or even stage commanders – because the organisation and safety elements required are just like a small section of a bigger event.

Revolution spoke to one of the country's most experienced Autotest organisers to get the lowdown on what it takes to run one of these events.

Revolution would like to thank Steve Johnson, organiser of AutoSOLO events for Boundless By CSMA NW MSG, Accrington MSC, and the Under 17 Motor Club North West, plus display events at Event City Manchester, Silverstone, NEC, and SEC for his assistance with this article.

Plan ahead

To be involved in a Championship, the event must be planned well in advance as organisers confirm Championship calendars around October for the following year. If it is a stand-alone, a minimum of three months lead-up should be enough time to get everything prepared. Using digital planning software – for example the Sapphire system – can help with planning and management because it is intuitive and repeatable for future events.

Make the venue a priority

The first and most important step is to secure a venue – as written permission from the owner is required to apply for a Motorsport UK permit. Check what facilities are available and what else is required – for example, running an event at a motorway services car park can save extra work, as a lot of facilities are on site.

Once you have a venue, it is vital to look after the relationship. Liaise with the owner regularly and maintain a constant flow of information. It is easier to lose a venue than find one, and if you do not leave it tidy at the end of the event, you will not be invited back.

Spread the word

No event will attract competitors without the right promotion, but you need to think about who your potential customers are. The usual social media routes such as Facebook, Twitter and Instagram are helpful, especially when posts can be shared by 'friendly' Clubs nearby, but to reach beyond your own members, enter one of the Regional Association Championships, most of which are very open to new events. This can also help not only share competitors but also share event equipment. Often AutoSOLO events encourage new families into motorsport as drivers can be from 14 years of age, but those new to motorsport will need help and guidance from the organising team!

Design the course carefully

An AutoSOLO is typically a first-gear sprint around a car park or similar sealed surface venue. The course must have a 90-degree change of direction every 60 meters of travel, to keep the speeds down, and ideally it should balance left and right turns for even tyre wear. Any turns over 90-degrees should be on a minimum of a 5-metre radius.

If possible, use different colours of cones to help drivers get the route correct. Blue, yellow, and green cones are now widely available as well as the typical red/orange ones. Also, try to use 750mm cones as they are a lot lighter for marshals to handle.

Develop a course plan diagram before the event, covering the course, the paddock, and safety areas. This is not required before submitting for a permit, but it is very useful to have. If you are a new club organising AutoSOLO then you may be asked to submit your test diagrams in advance. Involve an established competitor in creating the layout, because they usually know what the other competitors will want. Crucially, the diagram should be flexible as you never know what issues will occur on the day.

You will also need to set up your event regulations. To do so, take guidance from the Motorsport UK Yearbook, but also look at regulations created by Clubs that have run similar events successfully.

Schedule flexibly

Once you know how many competitors you have, prepare a schedule for the day. This is typically based on splitting the field into groups, allocating each group around 25-30 minutes of running – this is usually the maximum time marshals are happy to be out on the course. Within that time, plan a set number of tests, but be flexible – and if a session runs slowly, change the number of tests rather than the session length to avoid over-running.

>>>>



Make things clear

It is good practice to send out final instructions to all the competitors the week before. That way, they can read it and print it out themselves, saving a lot of admin time on the event. When the circuit has been planned, share that with competitors too, so they are already aware how everything is laid out.

You also need to create a risk assessment and an incident plan and share that with the organising team before the event. Keep the risk assessment clear and concise. There are good examples of risk assessments and incident plans on the ANWCC website.

<http://anwcc.co.uk/risk-assessment.pdf>

<http://anwcc.co.uk/incident-plan.pdf>

Select a good team

A good event cannot run well without a good team, and you should select an experienced Clerk of the Course and possibly a Test Commander – although they can be the same person. Other members should include a Safety Officer, a Chief Marshal, a Scrutineer, and an Event Secretary. The use of digital timing can reduce the number of people needed, while having competitors also take turns as a marshal can help. On a small club night event, it may be run with one Steward and one other official.

Set up in advance

If possible, particularly on larger events, set up the day before you plan to run it, so it is all ready to go first thing the next morning. You will need a stock of equipment, or you can try to borrow from other Clubs to save costs. The list of essentials includes safety signs, cones, cable ties and rope or tape. Asking competitors to help can be a win-win, because it reduces set-up time and allows competitors to walk the course.

The route is typically laid out with cones and either arrow signs or more cones laid on their side pointing in the corner's

direction. It should be intuitive to drive, rather than a memory test. Put up signs to show people where they can and cannot go – standard signs are 'Motorsport is Dangerous'; 'Prohibited Area' and no entry signs. Ideally use Correx-type signs and releasable cable ties, as they can be re-used. Separate out the paddock and live circuit using ropes or hi-viz tape. Rope can be less visible, although it can be re-used rather than tape, which ends up in the bin and can also blow away.

Organise groups

Several events run a four-group 'drive-rest-marshal-rest' system or a similar three-group set-up, enabling everyone to get to drive and marshal each session. Split the field into separate driving groups and in each rotation give each group one driving session, one marshalling and the rest a break. That helps the flow of the day, avoids too much waiting, and gives people experience in managing an event and its safety elements, which can help future event organisation. At the end of the event, all drivers can be 'encouraged' to help clear up after the event.

Put a focus on safety

Set up an event headquarters in a convenient place – it can be useful to have a trailer containing all the kit to use as a central hub – and keep a hard copy of the risk assessment and incident plans here. Make sure the required firefighting equipment – dry powder and AFFF fire extinguishers – is at the start or finish area and, if possible, also at the event headquarters. You also need first aid cover – a basic first aid box will suffice – and ideally a first aider on site.

Prepare for the conditions

Advise competitors to come appropriately dressed and set up a gazebo to give cover from rain – or, if you are lucky, shade from the sun – but make sure it is fully strapped down because they can easily blow away. Often, competitors will bring their own pop-up tents to put tools, wheels, and other items. Make sure the paddock is big enough – plan for twice as big as you think you will need, and if you run a grouped system, divide the paddock in to four sections too, as that keeps everything in better order. If it is too small, it can get messy.

Start the day well

Try to welcome marshals and officials with some sustenance – a bacon roll and a cup of tea for example – and also have cake or biscuits available at HQ if you can. If you have the resources, offer the same to spectators – either for a charity donation, or included in the event cost.

Meet and greet

Allocate a marshal to meet and greet competitors onto the site, because even if they are provided with all the information, they often still need guidance when they arrive. The marshal should have a full list of names and which group / paddock they need to be in. Being organised gives competitors confidence and once they have set up, run a drivers' briefing to talk through the final instructions and allow any questions they may have. It is best to get issues resolved immediately.

Digital timing

The mobile timing apps now available – such as TimingAppLive – make running an event far easier, with one timekeeper able to time a car from start to finish. If the course has the capacity, and good visibility of all the sectors, cars can be set off at 30-second intervals. This will require additional timekeepers to manage each car. Using an App means results can appear instantaneously, as soon as the last car finishes, but in case there is a problem with Internet connectivity, it is also good to manually record the times.

Send people home happy

Prizes cost money, so to keep entry costs down some clubs choose not to award them, but a little something is nice to have. Bottles of wine can be good, or maybe a printed mug – not only useful but also good publicity for the Club when used! If there are any newcomers, create a rookie prize to encourage them to come back.

Clear signs, numbered cones and a drivers' track walk all help to make the event run smoothly

If possible, try to have someone at the event to take photographs – a friend of an organiser or even a competitor when they are not on track. Competitors will always love to have pictures of them in action, but they can also be used on social media to showcase the day and promote future events.

Bad weather

Never be put off by bad weather. Although practising for events is not permitted, The Clerk or Steward can drive the Tests if needed. Drivers should be briefed before the event to drive to the conditions, and then the event can proceed as planned. Make sure the Marshals and event officials are also prepared to deal with wet / windy weather.

Unexpected spectators

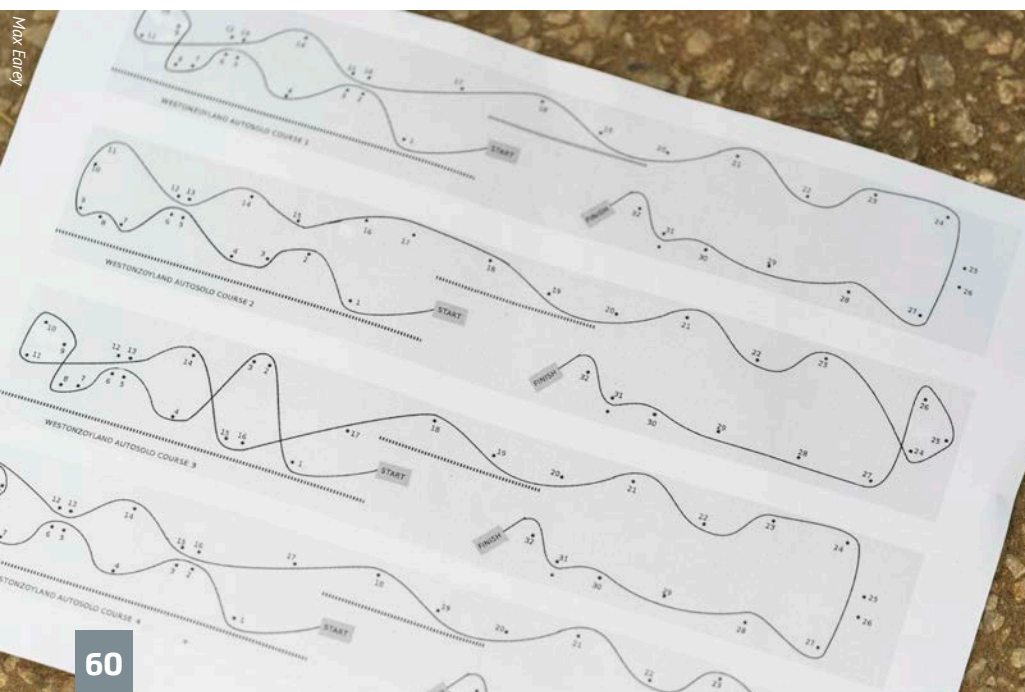
Always welcome any spectators who turn up, just make sure they stay outside the live track and the paddocks. Prepare printed leaflets about the Club too – ideally with a list of upcoming event dates – and hand them out because if they like the event, they could become a future participant.

Competitor complaints

It is important to encourage everyone to Race with Respect from the start, but if there are any issues, make sure the event team is available at all times and encourage competitors to speak up when any issues occur. That way, they can be sorted out as the event goes along, rather than having the need for protests or complaints at the end. The last thing you want is a competitor going home disgruntled and then giving your event a bad name. 🌀

Further information

To get further information on how to run your first Club AutoSOLO download the guidance sheets [HERE](#)



Prepare a course plan in advance, and be in some flexibility





Voyonic Grampian Forest Rally

12th August, Banchory, Scotland

The popular Voyonic Grampian Forest Rally is back for 2023, as the Banchory-based event gets ready to host some of the best drivers in the country in the nearby Kincardineshire forests. Organised by Stonehaven and District Motor Club this is one of the most eagerly anticipated and largest motorsport events in the northeast of Scotland. Four-time British Rally Champion Keith Cronin won this event in 2022.

SBD Motorsport UK HSA British Sprint Championship

26th-27th August, Snetterton, Norfolk

Borough 19 MC will host the next round of the British Sprint Championship, which has everything to play for. The points gap across the top five narrowed after Kirkistown last time out, so everyone will be pushing hard.



Kim Broughton



StreetCar

Late Summer All Forwards Autotest

13th August, Saltire Rally Club, Errol Airfield, Perth

A club focused Production Car Autotest and All Forwards Autotest, to suit beginners and experts alike on easy to follow tests with no reversing and suitable for all cars. Juniors and first time competitors are all very welcome. 12 Tests and lots of fun! For full information or to enter, see www.saltirerallyclub.co.uk/events

Modern Tyres Ulster Rally

18th August, Newry, Northern Ireland

After a year's sabbatical, the British Rally Championship (BRC) returns to Northern Ireland. Having hosted a sensational 2021 season finale, the bumpy and challenging lanes will challenge the BRC and Irish Tarmac Rally Championship crews, as they resume their friendly rivalry for top spot in Newry. Ten stages, covering 94 miles are on offer, with more than a third of the competitive mileage on new stages, as the organising Northern Ireland Motor Club Ltd (NIMC) look to rain the bar again.



ROKiT British F4 Championship certified by FIA

26th-27th August, Donington Park, Leicestershire

Another first for British F4 in 2023, as the series visits the Grand Prix Circuit at Donington Park. This is the penultimate round of the championship, so there is sure to be plenty of action as stars of the future follow in the footsteps of F1 legends who have raced there, such as Hill, Senna and Mansell.



JEP



Ben Lawrence

British Hillclimb Championship presented by Avon Tyres

26th-27th August, Loton Park, Shropshire

This month the British Hillclimb Championship visits Loton Park in Shropshire. If his current speed and consistency continue Wallace Menzies looks set to join Ken Wharton (1951-54) in a very exclusive club by securing his fourth successive BHC title.

JDS Machinery Rali Ceredigion

1st-3rd September, Aberystwyth, Wales



Neil Roskell and co-driver Andrew Roughead go head-to-head with Callum Black and Jack Morton for the 2023 Protyre Motorsport UK Asphalt Rally Championship title on the final double header Rali Ceredigion. With two scores each to drop, championship leader Roskell can only add 14 points to his tally, while fourth placed Black can add 59.



Rali Ceredigion made its way into the hearts of the BRC crews after being introduced into the calendar in 2022 and this fantastic, closed road event returns bigger and better than ever this time around. The Aberystwyth-based closed-road encounter provides an exceptional challenge for the BRC contenders across the unforgiving moorland roads and marks the final asphalt round of the season.

Phil Price Memorial Woodpecker Stages

9th September, Ludlow, Wales



Matthew Hirst and Declan Dear could win a third Motorsport UK Pirelli Welsh Rally Championship title – their second in a row, on the Woodpecker Stages next month. The Delta Salvage / Witham Group Ford Fiesta R5 crew have scored maximum points on the first four rounds, and another win would secure them the title. The Sixty and Worcestershire Motor Club organised event will have a new look this year, with new stages in Cwmysgawen and Ceri forests, as well as the return of Haye Park, when the eight-stage rally returns to Ludlow Racecourse.



Woodpecker Rally marks a return to gravel for the Fuchs Lubricants British Historic Rally Championship after a brief trip onto asphalt at the Tour of Epynt. The fourth round of the season sees an all-new route take crews into forests on both sides of the English and Welsh border, for what is likely to be another titanic tussle for top spot.



Following a break since mid-June, contenders for the Motorsport UK English Rally Championship, in association with Seacon UK, reconvenes for the Woodpecker Stages Rally. Current Championship leader Elliot Payne will be fending off the attentions of Nigel Jenkins, Boyd Kershaw and winner of the previous round, Matthew Hirst.

Intelligent Money British GT Championship

9th-10th September, Brands Hatch, Kent

2 Seas Motorsport's Jonny Adam and James Cottingham lead the GT3 drivers' standings ahead of the penultimate round in Kent. The Mercedes duo have a 28-point lead over Century Motorsport's Darren Leung and Dan Harper. In GT4, Jack Brown and Charles Clark have their Optimum Motorsport McLaren ahead of Century's Michael Johnston and Chris Salkeld, who took their first victory in the Algarve. Expect two hours of close racing on the fabulous Grand Prix circuit.



JEP

Motorsport in your everyday road car



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

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

Avon Tyres Motorsport UK British Hillclimb Championship

Ben Lawrence



A win in the first run-off at Bouley Bay, Jersey, the first of two back-to-back Channel Island rounds, for championship leader Wallace Menzies, backed up by a close second in the second run-off, saw him take another step towards becoming a four-times champion. If successful, Menzies will join Ken Wharton (1951-54) as the only winners of four consecutive British Hill Climb Championship titles. Scott Moran won the second run-off to keep his Championship hopes alive.

Two run-off wins, the first breaking the existing outright hill record at Val des Terres in Jersey, saw Wallace Menzies tighten his grip on the 2023 British Hillclimb Championship. After a brace of second place finishes Scott Moran now holds a clear second place overall, twenty two points ahead of Matt Ryder in third.

Latest Championship Standings

1st	Wallace Menzies	187 points
2nd	Scott Moran	152 points
3rd	Matthew Ryder	130 points

British Car Trials Championship

Mark Hoppe



At the double header Welsh weekend, there was a lot to be won or lost. On Saturday, at the NWCC Cymru, the heavens opened, and stayed open most of the day. Barrie Parker in his Liege R had the opportunity to catch Tim Dovey in his 2-litre Clio Sport for the overall Championship honours. The conditions were atrocious, and ideally suited to Parker's car and driving style. This resulted in him taking an overall win with sights on the Championship. On Sunday, at B&DMC's Disgarth the skies had largely cleared, so the course was wet but drying. Parker got off to a good start, leading at lunch, but as the land dried out Dovey crept ahead, to end up in First Overall. This means that Tim Dovey is now the 2023 British Car Trials Champion. Well done Tim.

Latest Championship Standings

1st	Tim Dovey	49 points
2nd	Barrie Parker	44 points
3rd	Charlie Dovey	33 points

Protyre Motorsport UK Asphalt Rally Championship



Reigning champion Steve Wood and 2023 Championship leader Neil Roskell were separated by just 0.1 seconds after a dazzling battle on the Carryduff Forklift Down Rally in July. Having been 1.8 seconds quicker on the opening stage, Wood was 5.5 seconds behind Roskell at mid-distance. Wood fought back to take maximum points in his new Citroën C3 Rally2, co-driven by Rob Fagg.

Latest Championship Standings

1st	Neil Roskell	157 points
2nd	Will Hill	133 points
3rd	Darren Atkinson	117 points

British Rallycross Championship

Tom Banks



Patrick O'Donovan dominated the fifth and sixth rounds at Lydden Hill as part of the FIA World Rallycross Championship weekend. With fastest time in each of the three heats, O'Donovan took the win ahead of fellow Peugeot 208 driver Jack Thorne, while Rene Munnich claimed a podium on his 5 Nations BRX debut.

Latest Championship Standings

1st	Patrick O'Donovan	80 points
2nd	Julian Godfrey	73 points
3rd	Tristan Ovenden	66 points

ROKiT F4 British Championship certified by FIA



Races one and three at Croft Circuit saw Louis Sharp give another lights-to-flag performance, with the Motul Fastest Lap points on both adding to his weekend tally. Sharp is the first driver of the 2023 season to have won four races. In race two, the full reverse grid battle, Gabriel Stilp set the Motul Fastest Lap and overtook Daryanani round the outside at Clervaux for second place, Isaac Barashi making it into podium contention at the same corner on the following lap. Stilp closed the gap to challenge leader Sonny Smith to 0.359s at the flag. Barashi completed the podium, securing his first British F4 championship points and first championship podium.

Latest Championship Standings			
1st	William Macintyre	243	points
2nd	Louis Sharp	237	points
3rd	Dion Gowda	188	points

Motorsport UK British Drag Racing Championship



Bobby Wallace scored his third win of the season, beating Wayne Nicholson in the final. It was Wallace's sixth consecutive final round, of which he has won four. Rain washed out Saturday's three qualifying sessions and Wallace took pole in a single-shot Sunday qualifier. Wallace set the event's low elapsed time and top speed, 5.987sec / 239.01mph, while beating Andy Robinson in the semi-final.

Provisional Championship Standings			
1st	Bobby Wallace	375	points
2nd	Wayne Nicholson	243	points
3rd	Andy Robinson	160	points

The GB3 Championship



Matthew Rees enjoyed a perfect Saturday at Silverstone, claiming two pole positions and a dominant victory on his birthday weekend. Meanwhile Callum Voisin closed to just a single point behind Alex Dunne, taking his seventh podium finish of the season. On Sunday McKenzie Cresswell claimed his first GB3 Championship race win. Starting from second on the grid, he passed pole sitter Rees on the first lap, and then survived a safety car restart to take the chequered flag 1.1 seconds clear.

Latest Championship Standings			
1st	Callum Voisin	278	points
2nd	Alex Dunne	277	points
3rd	Joseph Loake	265	points

Motorsport UK British Autotest Championship



The South of Scotland Car Club's Maximum Attack Autotest, held in Lockerbie lorry park in mid-July, saw Alastair Moffatt crowned 2023 Champion, as he now cannot be beaten with two events still to go. This is his ninth Championship win, with 2023 being his hat-trick of three in a row. The next round is Caernarvonshire & Anglesey Motor Clubs' Kennings Trophy Autotest, in September.

Latest Championship Standings			
1st	Alastair Moffatt	203	points
2nd	Willie Keaning	192	points
3rd	Stephen Morten	164	points

Intelligent Money British GT Championship



Jonny Adam equalled the Intelligent Money British GT Championship wins record by taking his third victory of the season alongside 2 Seas Motorsport co-driver James Cottingham, in a three-hour race at Autodromo do Algarve. The duo extended their championship advantage by leading home Optimum Motorsport's Mark Radcliffe and Rob Bell after the latter held off Sandy Mitchell – who shared Barwell Motorsport's Lamborghini with Shaun Balfe – throughout the final 30 minutes. Century Motorsport's BMW duo scored their first GT4 class win by 3.3s from Enduro Motorsport's new Mercedes-AMG featuring Darren Burke and Harry George who inherited second place from pole sitters Josh Miller and Seb Hopkins after the latter clashed with Raceway's #55 Ginetta. The unscheduled pitstop for repairs looked set to promote Toro Verde's James Townsend and Mike Simpson to the podium, but their chances were dashed by a puncture at the start of the final lap. DTO Motorsport's Josh Rowledge and Aston Millar finished third. Kevin Tse and Chris Froggatt looked set for their fourth successive GT3 Silver-Am win until a late drive-through penalty handed Barwell's Mark Sansom and Will Tregurtha class victory.

Latest Championship Standings			
1st=	James Cottingham	37.5	points
1st=	Jonny Adam	37.5	points
2nd=	Darren Leung	15	points
2nd=	Dan Harper	15	points

SBD Motorsport UK HSA British Sprint Championship



At Lydden Hill last month, Graham Blackwell qualified fastest on an Avon front / Pirelli 12" rear mix, before swapping to conventional 10" and 8" Pirelli's for the run-off. This worked and he won the first run-off with an impressive 66.85s that became the FTD time as well. Chris Jones, in the 998cc Force, spun in qualifying, but stayed on the track and did record a time. Not wanting to repeat this in the run-off, he posted a superb mid 67s time to come second.

Latest Championship Standings			
1st	Peter Goulding	412	points
2nd	Graham Blackwell	410	points
3rd	Stephen Miles	399	points

Kwik Fit British Touring Car Championship



The Kwik Fit British Touring Car Championship resumed at Croft after its annual summer break, with the title race wide open after dramatic racing in North Yorkshire. The NAPA Racing UK trio of Dan Cammish, Ash Sutton and Dan Rowbottom qualified 1-2-3, and the took a podium clean sweep in each of the first two races on Sunday. Drama followed in race 3, when Colin Turkington won ahead of Tom Ingram, while Sutton has his championship lead cut to just six points.

Latest Championship Standings			
1st	Ash Sutton	258	points
2nd	Tom Ingram	252	points
3rd	Colin Turkington	224	points

KNC Groundworks Scottish Rally Championship



Championship leaders Jock Armstrong and Hannah McKillop took their second win of the season by just five seconds on the RSAC Scottish Rally. Finlay Retson and Paul Beaton flew through stage five, six seconds quicker than everyone else and crucially eight quicker than Armstrong and McKillop, levelling the top two with just one run stage to go. It was to be a dramatic finale, with both crews putting their cars off the road. A suspected puncture left the Fiesta crew stranded, while the Impreza regained the road with only cosmetic damage.

Provisional Championship Standings		
1st	Jock Armstrong	137 points
2nd	John Wink	130 points
3rd	Michael Binnie	108 points

Wera Tools British Open Kart Championships IAME, KZ2 and TKM



Harvey Roffe

Shenington was a big weekend in the karting calendar at the end of July, with seven categories in action. In the Water Swift [R] category, Austin Newstead climbed up from 11th on the grid to claim an impressive 0.07s victory over pole sitter George House. Jarlath Sayer won from pole in the Water Swift event. The Junior X30 race was won comfortably by Taylor Orridge after he and second-placed Zac Green got the better of championship leader Macauley Bishop, who finished third, while the Senior X30s saw Khali Atkins stay ahead of Marcus Littlewood to claim the win. Yehan Kallychurn extended his championship lead with victory in Junior TKMs by almost a second and in TKM Extreme, Harvey Roffe climbed five places to beat Kye Springfield by just seven hundredths of a second as pole sitter Alfie Garford slipped to third.

Water Swift [R]			Senior X30			TKM Extreme		
1st	Austin Gibson	564 points	1st	Gus Lawrence	563 points	1st	Charlie King	537 points
2nd	George House	541 points	2nd	Khali Atkins	536 points	2nd	Alfie Garford	535 points
3rd	Austin Newstead	533 points	3rd	Harry Burgoyne Jnr	528 points	3rd	Lee Whittingham	510 points
Water Swift			KZ2			Junior TKM		
1st	Jesse Phillips	555 points	1st	Morgan Porter	533 points	1st	Yehan Kallychurn	566 points
2nd	Archie Lovatt	528 points	2nd	Tom Adams	526 points	2nd	Aidan Mitchell	536 points
3rd	Jarlath Sayer	527 points	3rd	Ella Stevens	521 points	3rd	Leo Robinson	534 points
Junior X30								
1st	Macauley Bishop	574 points						
2nd	Fred Green	529 points						
3rd	Lewis Bird	517 points						

All photos: Kartpix

Wera Tools British Open Kart Championships IAME, KZ2 and TKM



Jarlath Sayer



Khali Atkins



Morgan Porter



Taylor Orridge

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

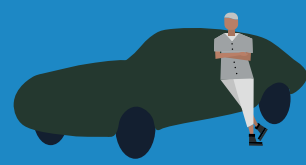


Yehan Kallychurn

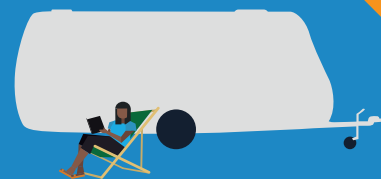
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The MPB Parting Shot

Jake Dennis won the Formula E world championship when he finished runner-up in the first race of the London E-Prix. Dennis is a graduate of the Motorsport UK Academy and joins an internationally renowned list of fellow graduates such as George Russell, Lando Norris, and Elfyn Evans, who have achieved success on the world stage.

"I am lost for words", remarked Dennis, "honestly. It means so much to me, the boys standing out there. It felt like everyone was racing against us – I am so happy for myself, the team, everyone – we deserve this so much".

The 28-year-old is the first Briton to win the Formula E championship after his 10th podium of the season.