


# Revolution

September 2023

The official magazine of  motorsport uk

## AVON'S LAST STAND?

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## CEO's MESSAGE



In 2019 the organisers of the first Rali Bae Ceredigion had a vision and a dream. Despite the meticulous planning and hard work that had gone into their preparation they really had no idea if the event would be well received and if it would take off. However, the answer was swift when all 120 entries sold out within 48 hours. It was very clear from that moment on that Rali Bae Ceredigion had ticked many of the right boxes for competitors, teams, officials, volunteers and fans. That first event was relatively compact, consisting of four dual-use stages held over the Cambrian mountains, with 44 stage miles packed into a morning and afternoon of competition on the Sunday. From the outset the organisers focused on innovation and sustainability, not only environmentally but also seeking acceptance by the local community to ensure its long-term viability. All good events act as a magnet, not just for the competitors but also for volunteers and officials, marshals and of course the all-important spectators, especially those paying for the best spots. They attended in their droves, drawn by the creation of dedicated fan zones and proper facilities for spectators, as well as the introduction of Park & Ride schemes. It was the first rally in the UK to introduce comprehensive recycling and environmental policies, seemingly small touches such as an online official programme, as well as being live streamed from start to finish. All created by a compact team of enthusiastic volunteers.

It was therefore a rather cruel fate that the Covid pandemic swept all before it and brought an abrupt halt to this buoyant start. Two years of the pandemic put everything on hold, but behind the scenes the organisers were busy plotting and planning for the return with a bigger and bolder event, and that came to fruition in 2022. Expanded to two days of competition, and with further integration into the local community and building on its success with fans, the event was a great success.

So it was with great anticipation that I made my way across Wales to Aberystwyth, to the JDS Machinery Rali Ceredigion, for a walk through the service park on the Friday afternoon. Dropping by Rally HQ, I was welcomed by representatives from the FIA, Wolfgang Gasterfer as Chairman of the FIA Stewards, and Miikka Anttila as FIA Observer. Both were there as the event had now been elevated to a round of the FIA European Rally Trophy, but also as observers to assess the viability of the event moving further up the FIA ladder of international competitions, with at least one eye firmly set on the FIA European Rally Championship.

For 2023 the route consisted of just over 100 miles of competitive stages, and what incredible stages they were. I was fortunate enough to be shown around the event by none other than Howard Davies – 1996 British Rally Champion Co-Driver alongside Gwyndaf Evans, and now a media star in his own right; bringing the thrills of rallying to Welsh language audiences as well as those on a global stage. Howard is a generous and entertaining host, and regaled us with stories from the past, as well as explaining in detail how the organisers had worked so hard to put together this amazing event. I fully appreciate the sheer scale of effort and energy that is delivered through thousands of workdays for such an event and thank all who work on a voluntary basis for their love of the sport. Motor clubs from across the UK play their part and, in some cases, involved with an entire stage, as we saw with the Mull Car Club on Stage 2. We were greeted by smiling volunteers who cheerfully explained their two-day trek from Scotland to assist on the event, all so impressive.

Howard drove us through the first three stages, well ahead of the start of the rally, stopping at pretty much every gatepost to hear friends and colleagues give a detailed rundown of every activity that they'd been involved in and how they'd helped the event come to life. The hinterland behind Aberystwyth is not only scenically stunning but also has some of the finest closed road stages you'll find anywhere in the world. A mixture of narrow twisty, hazard strewn lanes, contrasting with the fast-flowing B-road Stage 3 that ran for 17 miles, from the appropriately names Devil's Bridge. Returning to

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**Autograph sessions at Rali Ceredigion**





Howard Davies acting as host and guide

spectate halfway through Stage 2, we witnessed the careful crowd control measures that had been implemented at each vantage point and watched as the leading crews tackled a demanding section across the valley floor. Unfortunately, we were stationed at precisely the point where Meirion Evans and Jonathan Jackson came unstuck, going off immediately after a sharp lefthander and picking up a puncture that effectively sealed their fate for the remainder of the event. Osian Pryce, being given a gasp of breath from his chasing competitor, was then able to hold on to this lead until Sunday afternoon. The event is not just a test of outright speed but also the enormous skills required to avoid the ever-present dangers of rockfaces and gateposts, all of which were well protected and marked, but nonetheless could spell the end of a crew's event with one wrong move.

It was a star-studded event, with Malcolm Wilson providing one of the World Rally Championship (WRC) spec Ford Puma Hybrid Rally 1's to conduct demonstrations on the street stage in Aberystwyth to the acclaim of the crowds, driven expertly by his son Matthew. Gwyndaf Evans brought out his Mk2 Escort and showed he'd lost of none of his dazzling skills and I'm sure his son, current-WRC star Elfyn, enjoyed seeing his dad extracting the maximum from his 50-year-old car. Another famous figure from the rallying world, Phil Mills, World Rally Champion Co-driver with Petter Solberg in 2003, was there to celebrate his 60th birthday being co-driven by his son Iwan. Phil and I go back over 20 years, as I was at Prodrive during those heady days of the Subaru World Rally Team and remember vividly celebrating Phil and Petter's success at the Cardiff finish that November day. This time Phil was driving a car constructed in his own workshops in mid-Wales; a simply beautiful Mk1 Escort Twin Cam built to the same specification as Roger Clark's Welsh Rally winning example. Although Phil had swapped seats to the driving side, he showed great skill in negotiating the tricky stages and brought the car home safely as a father and son



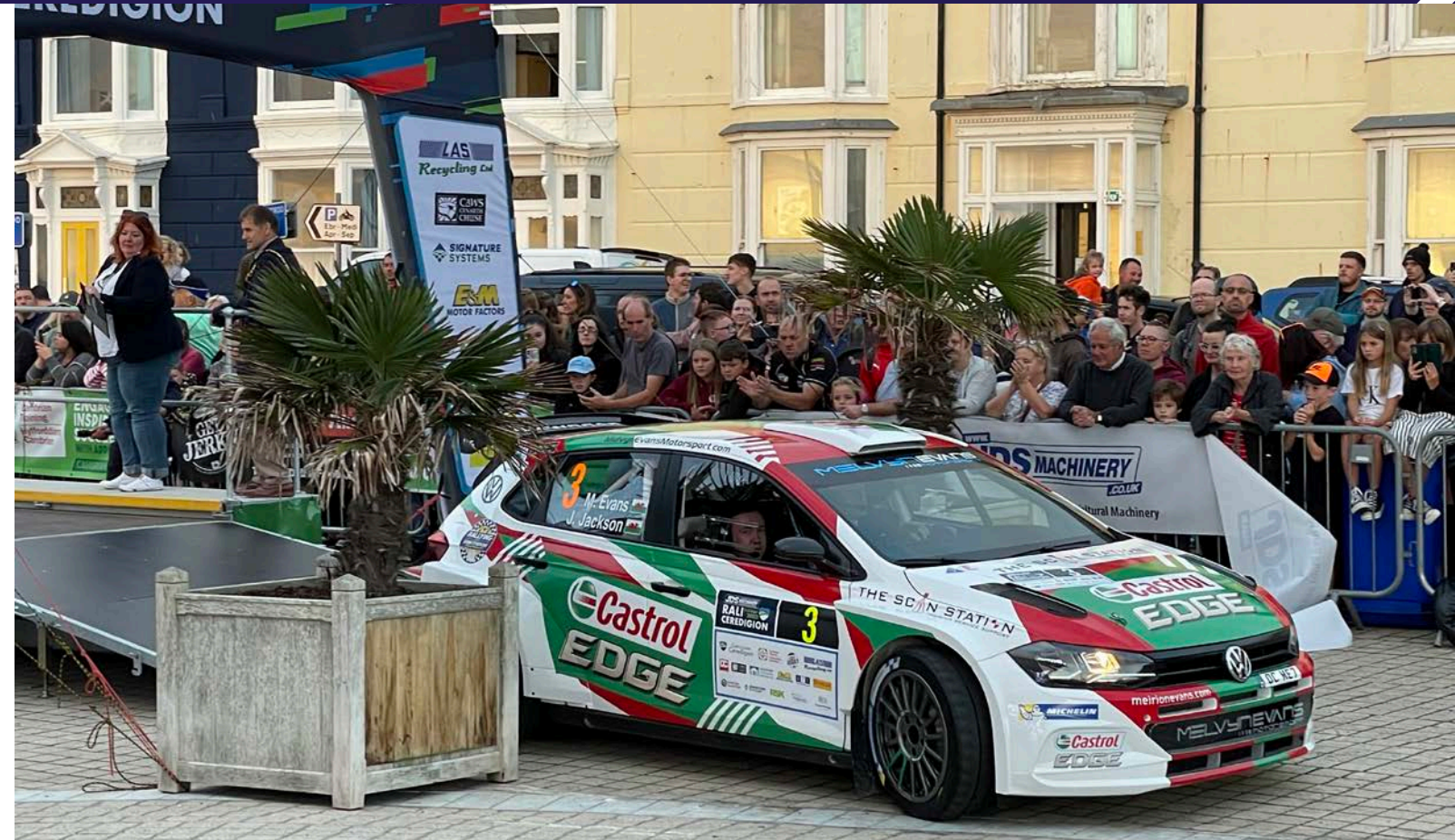
Volunteers from Mull managing the stage

duo. Furthering the event's green credentials, Mills' twin-cam Escort showcased a brand new, sustainable Hiperflo ECO98 R70 biofuel. Introduced by race-fuel manufacturer Carless, this innovative product reduces greenhouse gas emissions by an impressive 50 per cent compared to an equivalent 98 octane fully fossil-based fuel and can be run in any car without any changes to existing engines.

It is with great pride that we viewed the combined result of all those hundreds of people's hard work to deliver such a spectacular event, and one, that to further emphasise its credentials, fully offset its emissions for competition vehicles and met the FIA's event management accreditation. The long-term partnership with Carbon Positive Motorsport has been expanded to more than offset the full carbon footprint of the rally via reforestation programmes in Scotland. The initial feedback from the FIA observers was positive, and we will be working very closely with Phil Pugh and Charlie Jukes to explore how this fantastic event can be further elevated in years to come.

Earlier that same week I had been in Geneva at the FIA offices for the World Motor Sport Council, acting as deputy to David Richards. The purpose of this meeting was to discuss the strategy for FIA international championships, as well as the structure of commissions and working groups to manage the sport. Two days of energetic discussions highlighted the need for greater simplification and streamlining across the board, none of which is any great surprise as there is an inevitable tendency for international federations to grow evermore complex, adding additional championships and events as the years go by. It is great to see that the FIA is now addressing these issues in a dynamic and proactive way, and I am sure in the coming years we will see a much more efficient and effective organisation emerge from the hard work of all those involved.

The month was also tinged with sadness with the loss of several members of our community. Notable amongst these



Head of Rallies and Cross Country, co-driver Jonathan Jackson departs the start ramp at Rali Ceredigion

was the passing of John Quenby, who served as the Chief Executive of the RACMSA from 1990 to 2001. This was a time of tremendous change in the sport, and overlapped with my time at Prodrive, and respectively the UK round of the FIA World Rally Championship and of course the RACMSA British Touring Car Championship (BTCC). It was Quenby who made the announcement that the 2000 Wales Rally GB would be for the first time a fully ticketed event, citing safety reasons, and thus could no longer allow unlimited spectator access to the stages. During his tenure the BTCC went from strength to strength and culminated in the Super-Touring era, which for many remains as one of the high points of the championship. I am certainly a fan of that format of competition as it provided the stage for our factory entries for Alfa Romeo, Honda, and finally Ford, where we clinched the title with the Mondeos. Quenby's legacy will no doubt be remembered for many years to come, and we mourn his passing; our thoughts are with his family and friends.

Another very sad loss was that of Roger Twelvetrees after an accident at Mallory Park. Elsewhere in this edition we have shared the thoughts of the VSCC and his son, who have written in such poignant terms remembering one of their community. Roger was clearly an enormous character and left an indelible mark on so many people's lives. The VSCC is a very special club, and one I've known for many decades, as I would attend their club events at Silverstone with my father when

I was a teenager. Its unique character is borne out of a shared love, not just of the sport, but also of the wonderful vintage and Edwardian vehicles. It is a close-knit community, and it is therefore incredibly tough to hear of the impact that this loss has had on all of them. To add to the words of the VSCC, it is of paramount importance to acknowledge the marshals, officials, rescue crews and all members of staff who were involved in the incident and have shown extraordinary teamwork and professionalism in the face of adversity. It is always tragic when such events occur, and our hearts go out to the family and friends of Roger.

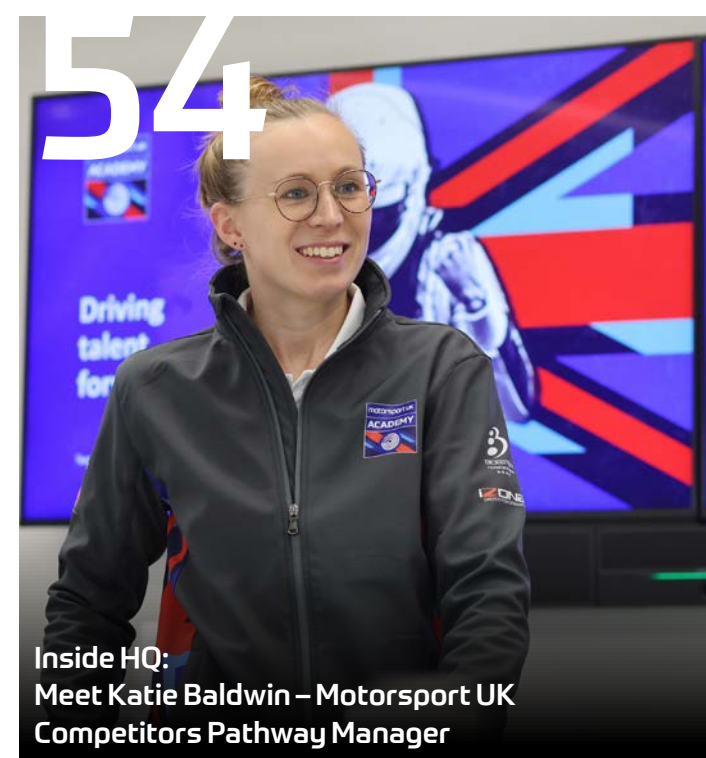
As September begins, so Britain is basking in an early Autumn heatwave, this being in stark contrast to my report of last month, when the whole country was awash with torrential rain. Let's hope that in between these extremes we may find some temperate weather for everyone to enjoy a wonderful autumn of motorsport, not least at this weekend's Goodwood Revival, an amazing event which brings so much happiness and pleasure to so many people involved. 🌞

Wishing everybody a safe and enjoyable month of motorsport ahead.

Best regards,  
**Hugh Chambers**  
CEO, Motorsport UK



In this issue: **Slick Operation** – *Revolution* celebrates Avon Motorsport Tyres' role in British motorsport. **Inside HQ** – meet Competitors Pathway Manager Katie Baldwin; **The Perfect Lap** – tips to improve your pace and consistency; Sweep through the bends with **Six Fantastic Motorsport Corners**, and Olympian Sir Chris Hoy shares his ambitions in **My Motorsport**. Plus: Vote for Club and Volunteer of the Year, Esports updates, more member benefits and What's On this month...





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# SLICK OPERATION

*Revolution* celebrates the role Avon Motorsport Tyres has performed across British Motorsport and beyond

A regular staple in the motorsport paddocks around the country, Avon is a tyre brand synonymous with racing. From hill climbing to grand prix circuits, and covering club racing to FIA Championships, Avon tyres has kept the sport rolling.

The Avon tyre company originated back in 1885, moving into its current location in Melksham, Wiltshire, in 1890. Pneumatic tyres were first produced in 1901, and the Avon tyre brand appeared in an advertisement for Autocar in 1906. Through the 1970s, Avon was a key developer in the new radial tyre technology of the time, and this desire to be at the forefront of new developments helped steer the company towards producing a product for motorsport competition.

Throughout the first 100 years, Avon tyres were well known in motorcycle racing, and partnered with Aston Martin in the 1950s. After the Avon-shod DBR1/300 of Roy Salvadori

and Carroll Shelby took victory at Le Mans in 1959, the manufacturer went on to claim the overall World Sportscar Championship crown.

In 1981 Avon Tyres, in partnership with Bernie Ecclestone's International Race Tyre Services (IRTS) began to offer competition specification tyres, and in the same year, the company opened a dedicated race tyre production facility as part of the Melksham factory site.

Trevor Swettenham was a young employee at the time and recalls the fast-paced changes that swept the company.

"After completing a season with IRTS in 1982 as a temporary race tyre fitter and charging all over Europe, I had just been informed that I would be staying on over winter only to have those hopes dashed when IRTS was wound up," recalls

Swettenham. "I remember all of us having to drive from West Drayton, where we were based, down to the Holiday Inn on the M4 near Heathrow Airport. Bernie Ecclestone had hired the board room and he had arrived by helicopter and met us there. It was at this point that Bernie thanked us all very much for all our efforts but told us that Avon didn't want to stop racing and Bill Shand, the then head of Avon Tyres in Melksham, was to offer a position for anyone who wished to continue with them. Bernie also was happy to help anyone who didn't. I never really knew whether I made the correct decision and have always wondered what may have happened if I made a different one, but after moving all the stock to the Avon truck tyre depo at Watford for a year, we then all transferred to Melksham in 1984, with me eventually staying with them for a further 23 years!

Within just one year of supplying the motorsport competition market, Avon Tyres Motorsport was awarded a three-year contract to supply the Formula 3 championship. This move was successful because Avon was able to offer a bespoke level of production and service to meet the needs of the championship.

"We had the ability to make just the right number of tyres for the needs of (any) championship, and price the package accordingly", adds Swettenham, "whereas other tyre manufacturers of the time would need to produce larger quantities at higher costs."

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*Avon's presence went beyond the paddock, as the company often provided prizes and incentives to drivers. Here Paul Stewart receives a winner's gift from Avon's Roger Everson in 1989*





This flexibility and tailor-made approach led to Avon Motorsport negotiating agreements with various championships to become the sole tyre supplier, and likely introduced the concept of a control tyre as stipulated by championship regulations during the process. Dunlop had a strong presence on Formula Ford at the time, but Robert Bassett, Technical Commissioner and International Scrutineer, doesn't remember the Dunlops being listed as a control tyre.

Either way, Avon Motorsport was making an impact on the British motorsport scene, and this was universally seen as a good thing. Back in Formula 3, Tommy Byrne was the first champion to win on Avon tyres, and as part of the winning package, he received a commissioned painting of his winning car. This began a tradition of Avon presenting the champions with paintings, die-cast models, medals and other memorabilia. This, along with the can-do attitude that Avon had, and its strong presence in the paddocks around the country with its branded trucks and large awnings, firmly cemented Avon Tyres Motorsport within the fabric of British motorsport.



Eddie Jordan's Formula 3 truck rolls in to the Snetterton paddock proudly wearing its Avon logo

"Everyone at Avon had this 'inherited madness,'" says Swettenham laughing. "We all would just get on and do what needed to be done..."

"... As things began to expand and we needed more service staff, we would always have an induction drive around springtime for temporary tyre fitters. It was all very gung-ho, a quick interview and off we went. It wasn't difficult to see within a couple of weeks though, who would stick it out and who wouldn't. Those who informed us that their spouse was ok with the job, would often leave after a month due to not being home to see the children for weeks on end! Others would use Avon as a stepping stone to the high life of Formula 1, with various guys through the years joining Goodyear, Bridgestone and more recently Pirelli. Those companies knew that they wouldn't have any problems with people coming from Avon and making it a career. Others would stay, and just speaking for myself, and I am sure others would have higher totals. In my 25 years with Avon, I literally spent eight years of them from hotel rooms!"

In 1985, thanks to its innovation and striving for higher performance, Avon was the first UK tyre company to be awarded a BS5750 certification, which was replaced with ISO 9001. With the successes in UK motorsport, Avon was now able to look further afield, and in 1986 was awarded the first tyre supply contract for the newly launched International Formula 3000 championship.

Further expansion into European championships followed, and in 1995 Avon Tyres Motorsport was appointed supplier to Formula Ford, both in the UK and Europe.

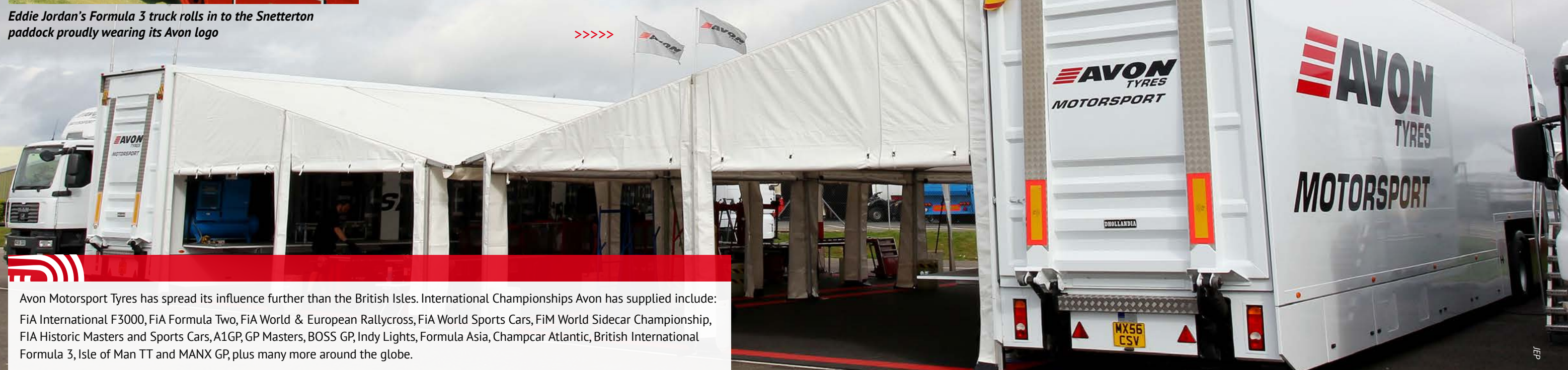
Trevor Swettenham



The changing face of Avon tyres... the original service truck makes its way to the Mugello World Sports Car Race in 1984. Attending the F3 support race at Monaco GP in 1991



Trevor Swettenham



Avon Motorsport Tyres has spread its influence further than the British Isles. International Championships Avon has supplied include: FIA International F3000, FIA Formula Two, FIA World & European Rallycross, FIA World Sports Cars, FIM World Sidecar Championship, FIA Historic Masters and Sports Cars, A1GP, GP Masters, BOSS GP, Indy Lights, Formula Asia, Champcar Atlantic, British International Formula 3, Isle of Man TT and MANX GP, plus many more around the globe.





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GP7 SRC ABP

GP7 SRC

GP7 FRP

SLICK OPERATION

## Avon drivers

Many successful racers have been part of the Avon motorsport story, including Sir Stirling Moss, the Formula 3 class of '83 – Martin Brundle, Ayrton Senna, Mika Hakkinen – then Allan McNish in 1989, Rubens Barrichello and David Coulthard in 1991, plus Jenson Button, and more recently Fernando Alonso in F3000, back in 2000.



Mika Hakkinen, F3, 1983



Allan McNish at Snetterton, 1989



Martin Brundle and Ayrton Senna, F3 1983



David Coulthard, F3 1991



Rubens Barrichello 1991

## My Avon Moment

"I engineered a Formula 3 Dallara using Avon Tyres from 2004-2006 for Shane Kelly", reveals Ian Smith, Technical Director at Motorsport UK. "It was my first race engineering experience while at university.

"Shane won what was most recently known as the MSV F3 Cup (ARF F3 then) in 2006, using two sets of Avon Tyres Motorsport for the entire season, against many competitors who were using fresh tyres each weekend.

"We set the car up and spent time conditioning the tyres to maximise their usable life while maintaining a level of performance that allowed Shane to compete.

"We also had fun winning races in changeable conditions... Shane won at Rockingham starting on slicks on a wet track and lapped the field to 3rd place inside 20 mins.

"I also had the chance to work with Avon tyres on the Swansea Metropolitan Formula Student Car in 2002, we were amongst the first to use an Avon tyre... If I remember rightly (through rose-tinted specs), our performance led to many other universities queuing for Avon tyres for 2003.

"The Avons were a brilliant tyre to work with, thank you to all at Avon Motorsport for their efforts in supporting motorsport in the UK over so many years, you will be missed."



Ian alongside Shane Kelly in his Avon-shod F3 Dallara



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## The Castle Combe connection

At just over 11 miles away from Melksham, Castle Combe Circuit could be considered Avon Tyres' local racetrack. Avon first began to support of the circuit back in early 1952, when the company approached the race circuit leaseholders, the Bristol MC&LCC, about using the circuit for testing. Terms were agreed in April 1952, with Avon also providing signage prominently showing their support at the circuit's main entrance and around the paddock. In September 1952 the Club granted the Avon Tyre & Rubber Co. the sole tyre advertising rights at Castle Combe for three years.



Ted Walker

Avon also agreed to assist with the construction of the pedestrian footbridge over the paddock exit at Camp corner, allowing spectators to freely move around the track. The new bridge was in place for the race meeting on 4th October 1952. Initially the bridge framework was covered with temporary wire netting and hessian sheeting, but by the October 1953 National meeting it had been fully panelled.



Bristol MC

By the 1980s the original black livery had been replaced by white. Also, in 1981, on the circuit, the climb up to Quarry was named Avon Rise. For 1994 the original footbridge was replaced by a new arc shaped structure, but it retained the white Avon livery until 2006 when it was re-painted in black. Then in 2016 it was transformed to its current silver design.



Castle Combe Circuit Archives



## The Hill climbing experts

Avon Motorsport Tyres has been a massive part of the British Hillclimb Championship (BHC) for many years, taking on title sponsorship in 2012. Stuart Webster, Commercial lead for the BHC, added, "I have been involved in the British Hillclimb Championship since the new contract was awarded in 2020. I engaged with Avon immediately and found them receptive to work with commercially, and keen to further develop their already excellent product. Jack Price, who has led the development, has been very proactive, as has the UK distributor Birmingham Motor Tyres Ltd (BMTR). There have not been many BHC events when Avon staff have not been present, working closely with the BHC competitors and their teams.

"James Weekley and his team have been a pleasure to work with. They will be sadly missed by both the BHC and Hillclimbing in general."

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The good news for the 2024 British Hillclimb Championship is that its partnership with BMTR has secured the continued supply of Avon tyres for the 2024 season, as BHC Championship Coordinator, Tim Wilson announced. "We have worked closely with Cooper-Avon and BMTR for a number of months and are delighted with the outcome, having been faced with the prospect of no specialist tyres after the end of the 2023 season. This partnership will ensure a level playing field in respect of tyres for the 2024 season, with all registered BHC competitors being required to run on Avon tyres. Tyres in the class-based BHC Cup will remain free."

Paul Nicholls, BMTR Operations & Motorsport Director added, "We have agreed a range of tyres with Avon and will have sufficient stock available to supply both the BHC and the wider UK Hillclimb community throughout 2024 as part of our continued commitment and support to the sport."

### Not just single seaters

Avon Tyres began supplying control tyres to the British GT Championship in 2006, an agreement which was extended to 2015 back in 2010. Commenting on the agreement back then, Stephane Ratel, chairman of the series organiser SRO said, "Avon Tyres has shown great dedication to our championship, both on track and behind the scenes."

"The nature of GT racing brings special challenges for a tyre supplier and Avon has always delivered a superior product that delivers equal performance across a wide range of machinery and generates fantastic race action."

British motorsport has benefitted immensely from Avon's presence for many, many years, and the company has been a part of the fabric of paddock life for many championships and competitors.

When the uncertain future of Avon Tyres Motorsport was first announced back in the autumn of 2022, the teams at Avon and Motorsport UK began working together to ensure a smooth transition for the championships and competitors who have enjoyed longstanding partnerships. Technical Manager Michael Duncan coordinates the various Tyre Panels that manage Section L of the Yearbook, and Avon has been part of those panels. An update on tyre availability based on projected demand and residual stock, the Avon tyres on those lists and any specific dates until which they can be used will be refined when the Tyre Panels sits later this month. The standard principle for Section L is that a tyre will remain on the tyre lists for three years after production stops, to allow suppliers to clear stock, and to allow competitors to use tyres they have already purchased.

Motorsport UK has also supported championships which have depended on Avon for their current championship tyre in establishing contact with alternative suppliers, through the tyre panel network, so that they can begin to consider the alternatives available. Some championships will switch to other tyre suppliers for 2024, while others will begin transitioning in 2024 and continue with residual stocks of Avon's motorsport tyres in the short-term. 🌀



Ben Lawrence

Avon Tyres have supported and sponsored the British Hill Climb Championship for over a decade

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Members of Anglia Motor Club receive their trophy from Motorsport UK Chair David Richards at the Night of Champions ceremony

## Motorsport UK Club and Volunteer Awards open for 2023 nominations

Nominations for the annual Club and Volunteer awards opened at the beginning of September

The annual awards are an opportunity for the UK's governing body and membership organisation to recognise and celebrate the efforts of clubs, volunteers and organising teams for their outstanding contribution to our vibrant motorsport community.

The Club of the Year award celebrates collaborative work with other clubs, shared best practices, opening motorsport to the local community and members, developing volunteers through training opportunities and generally going above and beyond in all areas.

Anglia Motor Club took the honours last year, having displayed exceptional commitment to growing the grassroots motorsport scene in East Anglia with a strong focus on uniting and promoting positive collaboration between the 12 principal

motor clubs in the region. They were also at the forefront of a push for greater inclusivity and accessibility, with the introduction of their 'Better Together' initiative and were pioneers of new channels and content on their social media platforms.

Introduced in 2022, the Sustainable Club of the Year award runs in line with Motorsport UK's broader commitment to a sustainable future for the sport.

This award seeks to highlight the clubs that have taken a proactive and impactful approach to environmental sustainability over the year. Clubs will have showcased the actions they have taken, efforts to educate their members and subsequent behaviour changes.

The Vintage Sports-Car Club was the ideal inaugural recipient of the award as it took significant strides forward in its strategy to be more environmentally sustainable, as well as placing transparency at the heart of their sustainability operations. They were also praised for the creation of their very own carbon calculator and their willingness to share their learnings to support the wider community on their own respective sustainability journeys.

The Organising Team of the Year award is judged on an ability to work together and engage the local community while holding a successful event for all participants and attendees.

The 2022 winner was Northern Ireland's Larne Motor Club with their Autotest The Junction event. As an organising club of the Northern Ireland Autotest Championship, they opted to move their round of the series in 2022 to a more public-facing venue in a nearby retail complex's car park, with the ambition of raising the profile of both the club and Autotesting as a discipline.

Additionally, their use of social media garnered them increased sponsorship and exposure, and by embracing new technologies they were able to live stream some of the event and place QR codes around the spectator areas, linking to a digital programme and live event results.



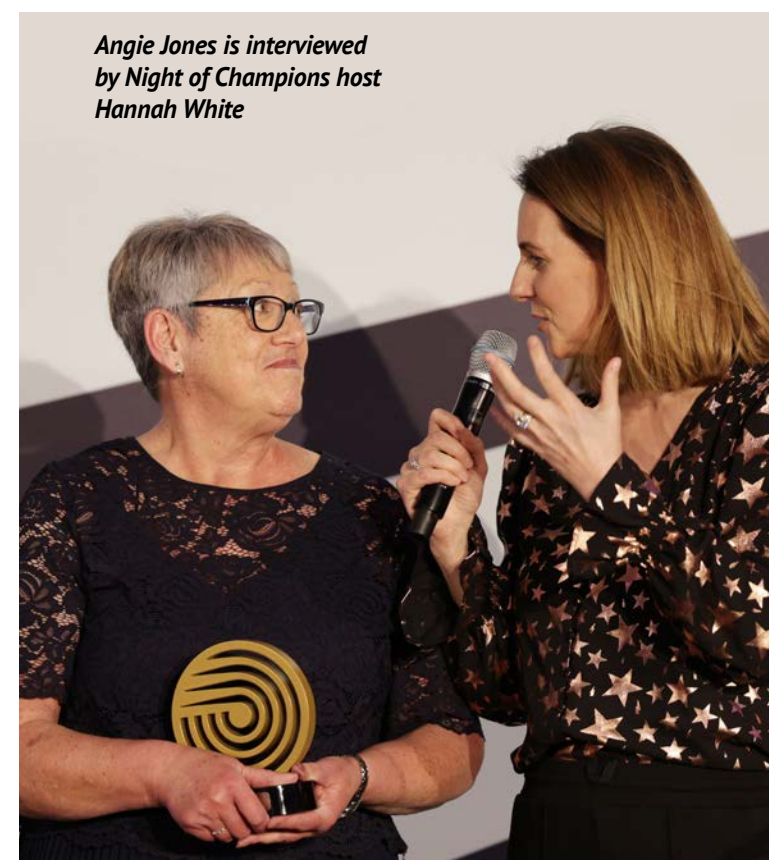
The Vintage Sports-Car Club was the ideal inaugural recipient of the Sustainable Club of the Year award

The Volunteer of the Year award celebrates its 20th year in 2023 and reflects the hard work of those who dedicate their time and efforts to provide the foundation of the UK's thriving motorsport scene.

Angela 'Angie' Jones, a longstanding member of the British motorsport community, had her contribution to the sport recognised last year. Angie has held a multitude of roles across a significant number of disciplines and for a variety of clubs but was nominated by the Vintage-Sports Car Club, with whom she has worked with most recently.

The Club of the Year and Organising Team of the Year winners and runners-up will all receive a prestigious Motorsport UK trophy, with the winners also collecting a cheque for £1,000 and the runners-up a £500 cheque. The Volunteer of the Year award winner and runner-up will both be awarded a Motorsport UK trophy and a cheque for £500 and £250 respectively. The Sustainable Club of the Year winner will be awarded a trophy and a cheque for £1000.

Motorsport UK is also inviting nominations for recipients of Long Service Recognition Certificates. Clubs, regions, or events are asked to put forward suggestions of officials with more than 40 years of service. Nominations for all awards close on Tuesday 31st October and winners will be announced in December.



Angie Jones is interviewed by Night of Champions host Hannah White



For more information and to put forward a nomination, please see our dedicated awards page [HERE](#)





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## John Quenby

Motorsport UK is saddened to hear of the passing of John Quenby, former Chief Executive of the RAC Motorsports Association (RACMSA). Our thoughts are with his wife, Frances, and his family and friends.

John was one of the most influential figures in British motorsport, holding his position with the RACMSA from 1990 to 2001.

A former member of the World Motor Sport Council (WMSC), John Quenby had a strong relationship with former President Max Mosley. These links helped to secure the future of the MSA by being recognised as the specific UK Governing Body for four-wheel motorsport. John was also an International Steward and representative on the FIA Rallies Commission working alongside another former FIA President, Jean Todt.

Closer to home, Quenby was an instigator of the affiliation with the Welsh Assembly Government. This led to Rally GB being successfully supported by the region and hosting the majority of the Special Stages in the Welsh forests from 1997 through to 2019. Quenby was also instrumental in setting up the British Motor Sport Training Trust, now the British Motorsport Trust, which supports Motorsport UK clubs and officials.

Under his tenure the popularity of motorsport within the UK greatly expanded, with increased participation in rallying and single-seater junior formulae. John himself owned and raced a 1959 Elva 100 Formula Junior, competing extensively across Europe until 2004. This was not the normal situation at the (then) RACMSA though.

"When I joined the RAC Motor Sports Association back in 1998," recalls Motorsport UK Sport and Safety Director John Ryan, "I met John (also known as Q) at the final stage of my interview where he demonstrated a calm, professional and friendly authority. The one rule he did highlight to me was that I would have to surrender my competition licence to start working for the Governing Body. A year later he navigated a change so that RACMSA staff could also compete, and John himself started competing in Trials."

John was also a director of the Auto-Cycle Union, Chairman of the Speedway Control Board and former Chairman of the Motorcycle Circuit Racing Control Board.

John will be sorely missed by the entire motorsport community.



## Peter Baldwin

Peter earned his BRDC Membership in 1986 by winning the MG Metro European Championship. His racing career began in 1967, and he never missed a year until he turned 80 a couple of years ago. Peter won hundreds of races and numerous championships, most notably the seven Mini Miglia titles. His Ford BDA-powered Mini BB4 was one of the most successful special saloon cars of the 1970s. In the 1980s he moved into the Austin then Metro Challenge series, Rover 216GTis and the 220 Turbo Coupe, the celebrated Tomcat Turbo, also competing in the European Historic Touring Car series with an Appendix K Mini-Cooper S.

"Peter's mastery behind the wheel was legendary," adds seasoned Mini rally driver Neil Burgess. "He really made his mark in the Mini Miglias, winning the championship seven times. Never one to be underestimated, the most recent time he won the highly competitive championship was in 2013, aged 72. Away from the track, his skills operating the rolling road were just as highly regarded. You might think that someone so successful would be guarded about his secrets or stand-offish in some way but not one bit of it, it was always a highlight of your day if you met up with Peter and June. You couldn't meet a nicer pair for a chat, from Mini Cooper Register weekends in Bournemouth to Brands Hatch. Peter helped countless people on their way to track success, he enjoyed racing through and through and loved helping other people succeed."



Motorsport UK extends its condolences to Peter's wife June, son Gareth and daughter Jacqui.





# Roger Twelvetrees

Roger Twelvetrees had been a member of the Vintage Sports-Car Club (VSCC) since the early 1970s and during the 1980s he achieved his ambition of racing a pre-war car. Work pressure and family budgets meant that racing took a back seat during the 1990s, when he began marshalling at the Measham Night Rally. This led to a bit of an obsession with the Measham and so it was inevitable that his return to competition was on the Measham in the 2000s, in a Riley,

one of his beloved marques. Around this time Edwardians also captured his imagination and he achieved his ambition to own one with the Buick D45 in 2005, regularly taking part in hill climbs and race meetings. Mallory Park was one of Roger’s favourite places and it is some consolation that he left us doing something that he truly loved at a place he loved. Thank you and fare well our friend.

*The Vintage Sports-Car Club*



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## NEWS IN BRIEF



### Fairclough makes Rising Stars Finale

Annabella Fairclough, the UK representative in the FIA Girls on Track – Rising Stars junior programme, has advanced to the final stage at the Ferrari Driver Academy in Maranello for the FIA-FDA Karting Scouting Camp. Joining Fairclough (GBR) will be Eva Dorrestijn (NED), Bianca Nagy (HUN) and Vanesa Silkunaite (LTU). At the end of this selection process, the winning junior driver will participate in an International Karting season with the support of the Ferrari Driver Academy.

### British Hill Climb Championship

2024 CALENDAR			
April 20/21	Prescott	Bugatti Owners' Club	
May 4	Craigantlet*	Ulster Automobile Club	
May 12	Harewood	BARC Yorkshire Centre	
May 25/26	Gurston Down	BARC SW Centre	
June 1/2	Shelsley Walsh	Midland Automobile Club	
June 15/16	Doune	Lothian Car Club	
July 6/7	Harewood	BARC Yorkshire Centre	
July 17	Bouley Bay*	Jersey MC & LCC	
July 20	Val des Terres*	Guernsey MC & CC	
July 27/28	Wiscombe Park	Woolbridge Motor Club	
August 10/11	Shelsley Walsh	Midland Automobile Club	
September 7/8	Prescott	Bugatti Owners' Club	
September 14/15	Doune	Lothian Car Club	
September 21/22 (tbc)	Loton Park	Hagley & District LCC	

The above meetings will host rounds of the Motorsport UK British Hillclimb Championship and, except for those marked \*, the Motorsport UK BHC Cup. The meeting at Gurston Down will be a "double header" with 2 timed runs and run-offs on both days.

britishhillclimb.co.uk

# British Cross Country Championship set for 2024 return

Jon Aston, an experienced Clerk of the Course and member of Motorsport UK’s Cross Country Committee, will run the championship. Further details on the 2024 calendar and how to compete, will be announced soon.

Capacity entries were a highlight of the last edition, held in 2021. Adrian Marfell and Paul Bartleman won the four-round series – shortened due to the Covid pandemic – in their Fouquet Nissan buggy, one of the many unique vehicles found among the entrants.

“The return of the British Cross Country Championship (BXCC) is a significant step in the right direction for this hugely popular discipline”, confirms Jonathan Jackson, Head of Rallies & Cross Country at Motorsport UK. “Participation across the varied disciplines in Cross Country is high, and the return of the British Championship for the discipline will provide that ‘halo opportunity’ for the British community. The Championship will be led by Jon Aston, whom we’re excited to work with again to deliver a sustainable future for the discipline.”

Jon Aston, the newly appointed promoter of the British Cross Country Championship added, “We are excited to be bringing back the BXCC after a two year pause. The 2024 championship will see some changes to the organising team and the event structure in a bid to freshen up the championship, hopefully our customers will like it!”

For more information about the 2024 British Cross Country Championship see <https://crosscountryuk.org>



### British Endurance Championship

2024 PROVISIONAL RACE DATES			
GOODYEAR			
29 <sup>th</sup> March	Donington	6 <sup>th</sup> July	Oulton Park
13 <sup>th</sup> April	Snetterton	10 <sup>th</sup> August	Donington
15 <sup>th</sup> June	Silverstone	19 <sup>th</sup> October	Snetterton

For further details please contact us on 01428 288008  
british-endurance-championship.com



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Motorsport Showroom offers owners, teams, dealers, collectors, and enthusiasts alike, the opportunity to buy and sell Competition Cars, Specialist Cars, Spares, Equipment, Drives Available, Memorabilia and Transport-related products.

The team at Motorsport Showroom is passionate about the Motorsport community and are fully committed to developing this exciting platform as the 'go-to' for every aspect of your motorsport-related needs and interests. The vision was to create a destination website which was enjoyable to browse, while being constantly updated with fresh items for sale, and offering topical, original 'magazine' content contributed by the in-house expert team, guest writers, and 'stop press' information from key partnerships and stakeholders.

Users of our site through our 'Stories' section have been following the progress of our Brand Ambassador, Colin Turkington, as he attempts to win his fifth British Touring Car Championship along with keeping up to date with the activities of one of the partners at the British Rally Championship.



The Motorsport Showroom philosophy was to create an affordable and easy-to-use platform with simple pricing and clear search and browsing functionality along

with the integration of WhatsApp, ensuring quick and efficient messaging. This innovative approach also includes the ability to list and search for items through tightly defined criteria.

The platform is naturally dynamic with items being uploaded and sold every day, and we are excited to see such an eclectic mix of rare and hard to find items. Recent listings which attracted global interest, included several unique ex-Colin McRae rally cars, and items of personal memorabilia including a race suit worn by Colin when he competed in the British Rally Championship.

As the platform grows, we are adding additional services in line with our vision which include 'Commission Based' sales, 'Expert Pre-Sale Inspection Services', along with 'Managed Sales' ensuring that the team at Motorsport Showroom offers a bespoke package to suit your requirements – whether you're buying or selling or just keen to engage with us.

Motorsport Showroom is currently offering, on consignment, a full BMW race team on behalf of its owner, including an E46 touring car and a Z4 GT3 along with spares and tools. Naturally, with its background in Historic and Classic circuit racing, Motorsport Showroom is now being seen as a viable platform for the sale of older race and rally cars and is currently listing a superb Mk1 Cortina, so please do get in touch with the team to find out more: [hello@motorsportshowroom.com](mailto:hello@motorsportshowroom.com)

We look forward to you registering with Motorsport Showroom soon or reach out for an informal chat to see how we can help. <https://motorsportshowroom.com>

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SUSTAINABILITY NEWS

## Rali Ceredigion helps launch brand new biofuel from Carless

Sustainability continued to be a key theme and focus of this year's JDS Machinery Rali Ceredigion, with organisers introducing a range of ground-breaking initiatives to minimise the rally's environmental impact and act as a platform to deliver a longer-term legacy of decarbonisation. This includes the adoption of lower-carbon transport alternatives.

The advancement of sustainable fuels for motorsport was showcased on this year's event, with race-fuel manufacturer Carless introducing a brand-new second-generation biofuel – Hiperflo ECO98 R70. Containing 70 per cent sustainable content, this reduces greenhouse gas emissions by an impressive 50 per cent compared to an equivalent 98 octane fully fossil-based fuel.

extensive testing with the new Carless Hiperflo ECO98 R70 on the dyno," says Mills, "and have been extremely impressed. It is an exact replacement for a traditional fossil-based 98 octane petrol and requires no changes to the fuel system or the tuning of the engine. You just pour it in and go – even in an engine that was designed in the 1960s! "There is no performance loss whatsoever. So, with more sustainable content and far fewer emissions, it ticks all the boxes. I'm proud to be one of the first to use this new fuel and hope it will lead to more competitors, be it in modern or historic vehicles, to follow suit."



Phil Mills drove an Escort Twin Cam on Rali Ceredigion using the second-generation biofuel



## Off-Road Hydrogen Racing World Championship Planned

The Fédération Internationale de l'Automobile (FIA) and Extreme E have signed a non-binding Memorandum of Understanding setting out a framework to create the first-ever hydrogen off-road racing world championship. This document is the first step in establishing a pathway for the hydrogen series, Extreme H, to become an FIA Championship

from its inaugural season in 2025, with the intention that it will become an FIA World Championship from 2026, should the requisite criteria be met.

In addition, the pathway outlines that in 2024 Extreme E, currently an FIA International Series, would also be recognised as an FIA Championship.

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This exclusive Aston Martin Aramco Cognizant Limited Edition range is the perfect choice for F1 fans

In partnership with Aston Martin Aramco Cognizant Formula One™ team the OGIO brand has released an updated version of the Axle Pro in the AMF1 green. Now with the latest logo you can show your support to the team by sporting the limited-edition bag which can be seen being used by the team throughout their races.

With OGIO being the official luggage supplier of the Aston Martin Aramco Cognizant Formula One™ team since its return to F1 at the start of the 2021, we are proud to produce the highest quality gear.

Early this year OGIO produced a new range of products which focuses on a variety of needs from backpacks for day to day use to travel luggage. For more information and to select the bag that suits your needs, see [EU.OGIO.COM](http://EU.OGIO.COM)





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## Porsche Esports Sprint Challenge GB

Porsche Cars GB is primed to bring an officially licenced community-focused sim racing series to the SimGrid platform next month, with a two-class championship aimed at both Pro and Amateur iRacing users.

Run in association with Motorsport UK – the Porsche Esports Sprint Challenge GB is a four-round series taking in Silverstone, Brands Hatch, Snetterton and Donington Park race circuits. Using a double-header format there will be a partial reverse grid for race two.

Pro drivers (those who have achieved an iRating of over 3,500) will tackle iRacing's challenging Porsche 911 GT3 Cup (992) car, while Amateur drivers will be treated to the more user-friendly Porsche Cayman GT4 Clubsport MR, with a total of eight 30-minute races set to showcase intense multiclass battling.

To enter, interested racers must have a paid Motorsport UK Esports membership (£24.99 for 12 months) and have registered to race via the series' SimGrid landing page.

Drivers which have previously qualified for Porsche's other official iRacing series; including the Porsche TAG Heuer Esports Supercup and Porsche Esports Carrera Cup Great Britain, are not eligible to compete, as this series is aimed at newcomers to the sport. All races will be broadcast live by RaceSpot TV's YouTube channel and will also be available to watch on Motorsport UK TV, with dedicated stewarding post-race.

At the end of the season, the top three drivers in each class will receive a half-day driving experience at the Porsche Experience Centre at Silverstone, with Pro drivers receiving a Porsche 911 experience and Amateur drivers getting behind the wheel of a Porsche Cayman. Five Porsche Motorsport caps will also be given away randomly at every round, with competitors who complete both races eligible.

If you are interested in entering the Porsche Esports Sprint Challenge GB series, sign-up [HERE](#)



## GT Challenge – Round One complete

The Motorsport UK Esports GT Challenge, launched last month, has now had its first round of 2023 at Donington Park. In GT3, Kimura Racing took P1 and P2 in the BMW M4 GT3, ahead of Team Loose x Spurwing in the Porsche 911 GT3 R, and less than one second separated the top seven as they lined up on the starting grid. In Race 1, the podium matched the front row with Kimura Racing scoring a 1-2 after two hours of racing. In GT4, Muriel.io Racing was fastest ahead of Risky Racing, and took the class win ahead of The Sim Racing Collective - 99.



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OGIO has now become the official luggage partner for the Formula 4 and British Karting championships, and as Motorsport UK members you can benefit from 25 per cent discount on OGIO products. The new Renegade PRO backpack is the perfect product for a race meeting with superb organisation, great protection to help take your life on the go, without having to worry about a thing.

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## Life of Helmets – check yours now

Recognition of the SNELL SAH2010 / SA2010 helmet standards will cease at the end of this year, meaning that many competitors will need to review their current helmet and see if it needs updating.

However, competitors are also reminded that helmets can carry more than one approval standard – commonly both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2010 and Snell SA2010 standards. Although the Snell SA2010 Standard will no longer be accepted after 2023, if your helmet also carries

the FIA 8860-2010 Standard then it will remain valid until that standard is withdrawn.

Karting helmets with SNELL K2010 approval will also cease to be acceptable at the end of the 2023.



*The SNELL SAH2010 / SA2010 standards are not valid for 2024*

# MOTORSPORT UK MEMBER BENEFITS

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## Marshals racing at Oulton Park

The British Motorsports Marshals Club (BMMC) and GT Radial UK have teamed up to get three marshals racing in this year's finale of the Fun Cup Endurance Race at Oulton Park in October. From 89 entries, the list of race-keen Marshals was reduced to 14, and these were entered into a two-hour kart endurance session at Tamworth Daytona track. Teams battling for honours, and to claim the Fun Cup drive, were named after the different tyres manufactured by sponsors GT Radial UK. From this band of 14, three lucky marshals were then selected.

Drivers Tyler James, Tom Pledger, Joe Smith, and reserve driver Craig Ballantyne, now head to Mallory Park to complete their ARDS test, while Dan Lloyd and Joshua Lee were selected to support the pit crew come race day in October.

For further details on the BMMC, see [www.marshals.co.uk](http://www.marshals.co.uk)



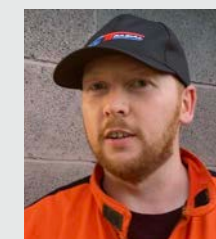
**Tyler James –  
Driver**



**Tom Pledger –  
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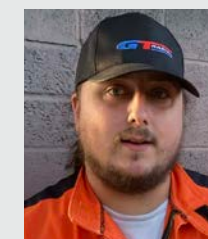
**Joe Smith –  
Driver**



**Craig Ballantyne –  
Reserve Driver**



**Dan Lloyd –  
Pit Crew**



**Joshua Lee –  
Pit Crew**

## 2023/24 Motorsport UK Academy Enhanced DiSE Selection Announcement

The Motorsport UK Academy are pleased to announce the drivers who have been awarded a place on the Enhanced Diploma in Sporting Excellence (DiSE) programme. Delivered in collaboration with Loughborough College, the Enhanced DiSE programme gives talented young drivers and co-drivers, who are serious about a career in motorsport, the opportunity to gain academic qualifications while competing.

In 2022, a BTEC Level 3 in Esports was introduced in the suite of qualifications. This provides an opportunity to put technical and tactical theory and learnings into practice, while ensuring transferability of performance principles between digital and real-world driving.



### DiSE Year 1 2023/2024

Alfie Davies  
Archie Johnson  
Ben Crossley  
Callum Davies  
Ceol Lynch  
Declan Russell  
Ewan Thomas  
Gracie Mitchell  
Harry Smith

Jack James  
Leo Brown  
Lexie Belk  
Lucas Hayden  
Michael Porter  
Oskar Dix  
Ruan Lowry  
Sonny Smith  
Spencer Brougham

### DiSE Year 2 2023/2024

Aaron Walker  
Albert Webster  
Chloe Grant  
Connor Clifford  
CJ Morgan  
Deagen Fairclough  
Loui Hounsell  
Donovan Dyer  
Ethian Symonds  
Harri Reynolds

Harry Hickton  
Liam McNeilly  
Liona Theobald  
Oliver Cottam  
Olivier Algieri  
Ronnie Smith  
Samuel Gornall  
Seb Hopkins  
Sid Smith  
Will Ovenden



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*Know your enemy – understand your competitors and strike where you spot a weakness*

# The Perfect Lap

The core challenge for any racing driver is to master a fast lap then repeat it time and again. **Will Gray** spoke to some expert instructors and data engineers, for tips on how to improve your pace and consistency

Ask any racing instructor the key to a fastest lap and they will tell you there is no answer. That may not be what you want to hear when trying to unravel the secrets of the racing line and how to master it, but the number of variables that exist means that goal is never the same twice.

There are some fundamental principles to going fast in a racing car. Concentration, self-belief, and desire are all part of the mix, but they cannot be taught, they are only acquired through practise and time out on track. Technique, however, can be taught – and there are plenty of tips to be had on that.

## Back to basics

Good cornering technique involves perfecting three key elements: braking in a straight line before the corner, turning in and hitting the apex in the right place and getting on the

power as soon as possible on the exit. Getting this right, however, is far more complex.

**Brake hard:** Most racing instructors will agree that braking is the most important element of all. The key is to stop hard and sharp, but as Ronan Pearson, a British Touring Car Championship (BTCC) driver and driving instructor at Knockhill, will attest, that is extremely alien to anyone who is used to driving a road car, where standard practice is to gently squeeze the brakes.

“So many times, people will brake as though they have got eggs in the boot,” reveals Pearson. “Actually, you want to be hard on the brakes and pitching the car forwards before you enter the corner, feeling like you are moving forward in that seat, feeling the load through the car. That is one of the biggest opportunities for time gains.”

The reason for that is two-fold. Firstly, it is best to brake for the shortest time possible – and not brake not too soon – then carry the momentum through the corner. Secondly, by moving the weight focus forward, it gives you maximum turn-in grip. As Pearson often explains with a half-full bottle of water.

“I put the bottle on its side, move the nose down and the water flows forward,” he explains. “It is a real simple way to show the principle of weight transfer. On the track, if you are heading towards a righthander, for example, you want to brake heavily to load up your front left tyre and use the most amount of grip you have at your disposal.”

Ginetta instructor Charlie Robertson says “de-programming” that natural instinct to brake lightly is one of his hardest jobs. “People understand why it makes sense, but actually doing it on circuit takes a bit of time,” he says. “It is actually easier to coach the kids coming from karting or sim racing, because they have no reference from a real-life car.”

It is easy to overdo this and Andrew Crighton, S-grade ARDS instructor at Anglesey Circuit, has one more tip: “Being too assertive with the brakes can take too much momentum out of the car on a corner approach. That can cause the suspension to compress *too* much, leading to imbalance, a poor line, and a slower speed.

“Having a full understanding of weight transference is vital. So too is appreciating that a compressed front spring is inherently uncontrolled and will be subject rebound. Really quick drivers know that easing the way in which weight transference happens makes them quicker because a well-balanced car will result in a faster corner exit speed and a faster lap time.”

**Corner smoothly:** If braking is all about being firm to scrub off speed and reach the optimum entry speed at the right point, cornering is about following that up with a smooth, flowing motion, and getting onto the power on the exit as soon as possible, then smoothly building up acceleration as you head out of the corner.

“Slower in, faster out is the basic approach, but that is an oversimplification by far,” says Crighton. “Carrying too much speed into a corner will tend to produce understeer, but higher and more assertive entry speeds are possible if a driver has enough confidence, and the ability, to balance the transfer of weight with the degree of steering angle to project the car through the corner in single arc with an early line of sight to the next piece of track.”

>>>>>



Your positioning through the corner also has a huge effect on your speed when you exit and Pearson adds: "If you have the right line, you can ease off on the steering lock and pick up the power earlier. If you are well offline, with lots of lock on, you cannot get the hammer down as quickly."

"Your throttle pickup point depends a lot on your confidence. I spend a lot of time trying to coach when to get back on the throttle, but once you get it a lot of it is down to feel. The human brain is a magical thing because if you are looking out towards your exit curb, you start to subconsciously pick up the throttle."

"It is very car dependent, though. In a rear-wheel-drive, it is hard to get back on the throttle early because you will kick the rear end out. In a front-wheel-drive, you can engage maybe 20 per cent throttle to pull you through. You are always balancing, and if you think you are going to run out of road, you must adjust in a split second."

**Master corner flow:** The same principles apply for any simple 'in-and-out' the corner – whether it is a tight hairpin or a flowing fifth-gear curve – but when there is a complex of multiple corners, the challenge becomes infinitely more difficult and what may be the textbook exit for each corner is not always the right one.

"You have to think of the corners as a set and you are always trying to set it up for the last part," says Robertson. "Mostly, you want to 'open up' the corners as much as you can by holding the car to the opposite side before you turn in, then you get the clipping point on the apex at the optimal time."

"Find the line of least resistance and keep the momentum in the car. Do not try to hold the car tight because that is when

you get a bit of understeer, a bit of scrub, and you kill your speed. But it is a fine margin, because you can then under-drive and lose time, so you need to get to that point where you are comfortable with being on the edge of grip."

Pearson agrees that a sequence of corners is toughest to master and adds: "When you have a right-left-right, for example, the worst thing you can possibly do is carry too much speed through the first one. If you do, it forces you offline and that would then overtighten coming back to the left."

"If you go into the first corner more slowly, you may feel like you have under-done it, but you must weigh up net gain. If by carrying more speed in it forces you offline, you may gain a few tenths at first, but you go will through the second off [the racing] line, cannot get on the power as early after the third and once you are on the straight, you are well in deficit."

### Putting it together

Whether you are heading into a race weekend, track day, test session or instructor session, you should get to know the track before you go. Most venues have a circuit map online – you can find them on Google Images – and zooming in on Google maps' satellite view is also useful, as you can spot real-life detail and even pick out the 'polished' racing line.

Driving the circuit on a simulator, of course, is another good approach if the track is available on a game. So too is walking the circuit once you arrive, as this will enable you to spot potential visual triggers for braking points and it is also the only way to see areas of camber that could catch you out.

To help with this, instruction days typically begin with a passenger ride at medium speed. "We give people four laps

or so, explaining on the intercom where they want to be for braking, where to turn in, where to hit the apex," says Robertson. "We get them to talk it back, so we know they understand then we swap and let them drive."

Although the racing line may seem obvious to most racing drivers, it is not always so for beginners. Pearson adds: "Often, when people leave the pitlane for the first time they try to stick to a lane, as if they are on a motorway. I often have to spend the first lap or so with a hand on the wheel, showing them the line."

"Over time it becomes easy to spot the basic line and on instructor days we have perfectly positioned turning-in and apex markers, so as soon as someone gets into a car, they see what they are aiming for. Even then, though, a complete novice will find it very hard to trust the markers and to trust me as an instructor!"

**Learning your way around:** Although there is always a general racing line to any track, the subtle deviations you make can win or lose vast amounts of time. Different car types and set-ups can alter the best route through a corner, and you should never think there is one perfect line – there is far more than one way to take a corner.

"The first stance is often to use the far ends of the apex and exit kerbs as an initial reference," says Crighton. "Once you have that mastered, it is normal to adjust these slightly to suit your specific circumstances. The most important thing is consistency, and using specific reference points initially will enable you to fine-tune the precise line."

**Back to school – there is always more to learn**

"If you are consistent, it will soon become apparent on the lap timer whether turning in a couple of metres earlier for a corner, for example, has a beneficial or negative effect. If you are not consistent, it is hard to tell whether a sudden improvement in a lap time is due to a change in line or just a sudden flash of inspiration or enthusiasm."

One of the biggest factors in nailing the best line can actually come from changing where you look. "I always look at the corner ahead not the one I am in," tips Pearson. "In the braking zone I am already looking out towards the corner exit because if you look far enough up the road, you get a better feel for the steering lock you need to get out the other side."

**Be consistent:** It is one thing putting a single lap together, free of traffic, just racing the clock, but preparing for wheel-to-wheel competition is far more complicated. Achieving a good race performance is all about consistency, nailing those braking points over and over again, and avoiding mistakes, as well as managing your tyres if your race length demands it.

The key to that is defining the reference points mentioned above and adapting them as your fuel weight goes down and your tyre performance changes. "The car changes all the time and you need to be able to adapt to that," says Robertson. "To prepare for that, you need to do long runs – 15 laps or so – and consistently lap within half a second of your best time."

"A lot of people struggle to concentrate and focus for that long, but to stop mistakes starting to creep in you need to focus on repetition. You need to feel what the car is doing, how it is changing and how to drive around that because over the course of the race, you will often have a very different car at the end to what you had at the start."

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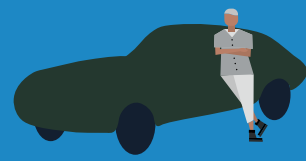
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Fitness is also a big part of achieving consistency, as fatigue can not only affect your physical ability to drive a car, but it can also affect your mental state. The inside of a race car can become extremely hot over the course of a session or a race. That requires preparation too.

"It is important to learn to be comfortable being hot and pushing on the edge," adds Robertson. "The adrenaline and the need to hit the brakes at such a force time and again makes it is very physical, so you do become tired. The top amateur drivers train all the time, they have nutrition programs, fitness programs, all of that can make a significant difference."

**Work on your racecraft:** Getting race ready is not just about building consistency, it is also about getting your elbows out and competing for position. Racing, says Crighton, is "50 per cent art and 50 per cent science" and being able to pre-empt situations takes experience. However, there are ways to learn before you get into the heat of competition.

"The best way to prepare is to do one-on-one race training," says Robertson. "When we train the people for the Ginetta championship, I jump in a second car and effectively start racing them. That is great because I can sit in their mirrors, they get a feel of what it looks like, and they can start trying to overtake me."

"We do it in a structured way – for example, I will say 'I am going to defend here, see if you can get underneath me on the exit' – and it is definitely a good help, particularly for people who have not raced before. Putting someone through different live scenarios can help them build up a toolbox of different approaches to use in a race."

Crighton adds: "Being able to pre-empt situations on circuit is a key skill. The ability to be able to watch the car in front and see what it is doing, then discipline yourself to hold slightly back and get a better run out of a corner to overtake it, rather than crowding it and being boxed in to lose momentum."

"Building an understanding of how other people are driving also helps you to see if another car is on the brink of control, so you can brake earlier and plan to provide space to avoid an incident. Again, it comes down to vision. The further ahead you look, the smoother you drive and the earlier you may expect to spot opportunities or hazards."

**Know your competition:** If you are a regular in a championship or series, you will likely be seeing the same drivers out on track every race weekend. Whether you are racing at the front, battling in midfield, or just trying to keep out of everyone's way at the back, the more you can learn about the people around you, the better you will perform.

If, for example, you find yourself out of position in qualifying, you can use insider knowledge to plan your attack.

Alternatively, if you have repeatedly failed to get past a particular driver, you can learn a lot by either taking a look at your own onboard race footage, if you have it, or watching a replay of the race, if it is recorded.

"You should always look at who is ahead of you after qualifying and plan what to expect," says Pearson. "You may know from experience that a certain driver is likely to go wide in a certain place, so prepare to grasp that opportunity. If you have not had the best qualifying, think of who you can pick off quite quickly and how you will do it."

"You have to be a forward thinker in motorsport to be any good. If you are trying to set up an overtake, that does not just happen, you have to work to make it happen – out on track but also before you get there. Prepare by looking at footage on a laptop, plan what you can do, look at different scenarios and see what might work best."

## Making use of data

Data analysis has been used to seek performance gains in high-level motorsport for decades. Now, advances in technology are providing those opportunities to everyone, with a number of different motorsport-focused data gathering tools starting to come onto the market at an attainable price point.

A few examples of these include Garmin's new 'Catalyst' virtual racing coach and Racelogic's VBOX products, which range from the entry-level speed and GPS 'Sport' unit to the Video HD2, which can combine data and onboard video and even stream it live to any location. At Ginetta, meanwhile, they include an in-built data system into every car they produce as standard.

"In the first few sessions for someone new, data is not that crucial because there are quite clear and obvious things you can do just by watching them," says Robertson. "But once you get the basics sorted, it is incredibly useful to get more into the detail and to delve into where and how hard they are braking, when they get on the power, and so on."

"There are a lot of different ways of driving a car and producing a similar lap time, so the data is useful to find out where the differences are and how to move people forward. It is just for that last second-and-a-half when the data really comes into play, anything above that, it is still quite clear to a coach where that time is."

Racelogic has been making systems for motorsport for more than 30 years, initially focused on technology for systems such as traction control and paddle gear shifts. However, when the US switched off its GPS signal scrambling in 2000, increasing its accuracy from 100m to 3m, a new door was opened for vehicle tracking data and the VBOX was born.

Since then, the company has developed a range of products and features, including a particularly accurate predictive lap



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timing tool. VBOX Motorsport's Rob Barnett explains: "Most predictive lap timers work off distance travelled so they can become inaccurate, particularly if you are on a circuit with a long lap or you are dealing with traffic.

"Instead, our systems use positioning and a fast update rate to align the reference and comparison laps, delivering an accurate lap time even if the driver takes a different line. They can maintain 0.1 second precision the entire way around a circuit, including long circuits such as the Nürburgring or Spa.

"Our data analysis software was designed by racing drivers and is focused on quickly identifying areas where improvements can be made, and time can be found. Often you only need to do a quick scan of the Delta Time channel to see where the biggest opportunities are and then focus on those particular sections.

"We have a speed trace that shows when a car is accelerating or decelerating, even without pedal sensors; the minimum apex speeds are another good point of reference; and the 'Combo G' channel effectively shows how much of the available grip is being used and helps focus on braking, cornering, and accelerating transitions."

Fitness technology firm Garmin has recently released its own motorsport solution after one of its product developers, Adam Spence, developed the idea during the pandemic. The British-born amateur racing driver, together with a team of fellow motorsport enthusiasts, have created what appears to be quite a revolutionary device.

The Garmin 'Catalyst' looks similar to a traditional SatNav unit and is designed to be securely mounted in the cockpit of a racing car. It collects and instantly analyses your performance data and uses it to provide real-time audible coaching during the session, as well as delivering simple and immediate improvement suggestions as soon as you return to the pits.

Explaining the inspiration behind the device, Spence says: "I had been racing for a number of years and got really frustrated with trying to do data analysis, because it is really important, but it was always a case of coming back to the pits, downloading the data, getting the laptop out and going hunting for the bits that you need to try to make yourself faster.

"There are times when you are on the track, and something feels really good, but you do not know why. You must go in and look at it and understand what that was, but you need to remember what lap it was, what turn. So, the idea was to try to develop a racing coach and a data analysis tool that provided instant feedback."

To achieve high positional accuracy, the device combines three distinct elements: optical image processing, a high-sensitivity Global Navigation Satellite System (GNSS) and internal



Video and telemetric data can identify areas to focus on

inertial sensors in the device itself. This allows it to determine exactly where the car is on the track by recreating a 3D model of that track around it.

During the development of the device, the concept hung on the idea of using complex AI programming to read the raw data and create an 'Optimal Lap' over a session or a weekend. This splits the track into small corner-by-corner sections and puts the fastest time in each section together to show how fast a driver *could* go if they did their best at every corner.

"The key thing is that this is a line you have already driven, just not all together," explains Spence. "The software takes the thousands of data points and works out for every lap you give it, what the fastest route through that track is that you can actually drive. It can then look at what you are doing on average and see where you are least consistent.

"The first thing you see when you look at the screen after a session is three 'Opportunities' which the system has identified as the key areas that can make you go faster. If you then look at each one, you can flow through the sector, seeing braking positions, turn-in, line, brake release and so on, and analyse quickly to see how to improve.

"That really helps you to not get too lost in the data and if you want to go further – and few people will – you can look at segments and walk yourself through every single segment and explore by yourself. That way, you can then prioritise what you look at, depending on whether you have five minutes, 15 minutes, or an hour."

The Garmin system even has an App that allows drivers to submit and share their data, similar to the way cyclists do on Strava. You can then compare yourself to your friends in the same equipment, looking at lines, speeds and even joining leaderboards that show where you are in relation to other drivers at the same track in the same car. Just do not tell your rivals!



**Learning from video:** The integration of video capture alongside data analysis has raised the game even further, as those methods of saving time that are found in the data – such as identifying where you should be braking later or turning in earlier in a particular corner – can be directly translated back to visual cues out on track.

Barnett explains: “When you have a camera on the driver as well as looking at what is happening on track, it is particularly good for showing how much of the circuit is being used and what the driver inputs are. Engineers and driver coaches can also extract more in a shorter time if they have seen the live-stream and can have a more focused driver de-brief.”

As a real-life example, Racelogic’s MD Julian Thomas used a VBOX system in a test session at Silverstone and although he and the team were both very familiar with the car and circuit, he says the use of live video streaming enabled the engineer to find several seconds per lap by making a small car setup change, saving at least another day of testing.

Robertson uses the VBOX system at Ginetta and when working with beginners, and he prefers to go to the video first, before even looking at the data. “For the bigger chunks of time, it is usually quite clear on video,” he says. “I only go into the data if I am looking at a video and am not quite sure where that time is.

“Linking the video and data together is also useful. You can have two laps side-by-side with video and data traces and can pinpoint areas to focus on. It also helps in making the information, or advice, make sense and using that video to help support the translation of data into advice is one of its biggest advantages.”

The Garmin system goes even further than just replaying real-life footage. It employs the same sector-by-sector data it uses to build its ‘Optimal Lap’ to also stitch together the related video footage. This results in a video playback of the lines you *should* be taking, helping you to visualise what could be your best possible lap.

“This is really important, and the video was key for us when we were developing the system,” says Spence. “It proves that the Optimum Lap really is a lap made up of lines you have actually driven, because nothing else in the frame changes – maybe a cloud or something in the background, but the car does not jump, it does not change speed, it just flows.”

## Coaching

The first step to becoming a racing driver is passing an ARDS test, and there are instructors all around the country that can prepare you for that and for your first race. However, you should also seek one out if you want to get yourself further up the grid, and even if you are winning every week, there is always something to learn.



### A driver coaching session can unlock further potential

“A race school provides a forum to experiment, but with an observer to compare notes with and to explain aspects of your driving of which you may not be aware,” says Crighton. “It is surprising how many good Club drivers find that when they get in a car with an instructor, they pick up points that further improve their performance.

“For the pure novice drivers, going to a race school will fast-track their learning in all areas of race driving and circuit use. Quite often, beginners will take group courses and that offers the added benefit of having someone else to compare with, which may otherwise take seasons to appreciate.”

Robertson adds: “The best learners are the ones that really try to absorb what you are saying and are asking questions back. When you watch the younger drivers, you can really see who is going to make it because they have so much spare capacity when they are driving, they can think three or four laps ahead and see scenarios.”

The first thing a race school does is spend time to determine your level of experience, talent and what you can benefit from most. This is one of the keys to developing a good instructor-driver experience, as is determining the level of understanding and technical knowledge that someone can absorb.

“If you explain really advanced information, sometimes that will work well but other times it will just cause people to make mistakes,” says Pearson. “If we do an hour-long course, for example, we will be talking about different techniques and rather than just saying ‘do this’ it is often, for those who understand it, better to explain the detail of why you should do it.

“We are there to give hints and tips – even when something goes wrong. I have had some moments and if the first thing the person says is ‘I do not know what happened there’ it is

a problem and no wonder we are in a tyre wall! Obviously, you try to make sure that does not happen, but if it does, an instructor can explain why it went wrong and how to fix it.”

When Pearson is starting a session, he will always show people the ideal lines but also how not to do things. “That helps them combat it a bit,” he explains. “If they do get it wrong, if they have seen the situation before they might have more of a chance of getting themselves out of it, rather than having no idea it is about to happen.”

No two instructors will take the same approach, so having a level of consistency in your learning is extremely important. Chopping and changing between advice can be confusing, and building your knowledge from a single individual, or at least a single school, is often the best way to improve.

Crighton advises: “A race school that gets to know a particular driver may be able to ‘tailor make’ its approach to help them improve faster, just by understanding their requirements. Once there is a degree of consistency and a baseline of general knowledge, it is possible to then compare different approaches to work out which works best for that individual.”

At the highest level, a driver can hire an instructor to stay with them for the whole season. Robertson does this for several Ginetta drivers, while Pearson is also involved as a full-time season-long coach, working with the EXCELR8 Motorsport team he drives for in the BTCC to help a group of youngsters in the supporting Mini Challenge Championship.

There is no better way to improve than having a human coach sitting beside you, particularly over the course of a season, but Garmin has developed the next best thing with its digital assistant coaching tool. Using its AI-defined ‘Opportunities’ along with its live on-track analysis, this provides live verbal feedback that aims to help you go quicker.

“It is just like having a coach with you to remind and reinforce what you can do,” explains Spence. “Before you go out on track, for example, if you want to brake later at a certain corner you can add that to the race coach. Then, when you get to that point, it will give you a reminder and after the corner it will say whether it was better – or not!

“It also tells you your lap times and gives positive reinforcement when you do something well – for example, if you go around a corner quicker than you have before, it tells

you instantly, so you lock that in your head and remember how it felt and what you did. Until now, there was never anything like that available.”

## The perfect lap

Although immortalised by Christian Bale playing British racing driver Ken Miles in the film *Le Mans ‘66*, top racing drivers will tell you there is never a perfect lap. While it is easy to find time at the start of the journey – Barnett has seen VBOX’s data analysis help one driver take 11 seconds off in a single morning – the task gets tougher as the margins get tighter. So, where do you find those final few time gains?

“There is always time out there,” says Pearson. “Sometimes, it can be as basic as changing gear at the right point, going up or down the box. I sometimes sit beside people who short-shift just a tiny bit going up the straight and there is time there, because you are not going to go anywhere near as quick if you are not taking it all the way to the red line.

“There is also always time to find under braking and it is often that a driver just needs a bit more confidence. I always try to be forceful with people and say, ‘if I drove your car right now, this is where I would brake, and if I can do it, you can.’ I will just tell them not to brake until I give my hand signal and then hit that brake pedal nice and firm.”

Robertson adds: “Ultimately, it is basically about piecing together all the information that you have learned – braking, throttle, car control, the circuit – and putting your best corner on each corner. If you do most corners well, but you do two of them badly, there is time on the table. The extra fractions of a second just come through seat time.

“It is always worth trying different things. I have had times when the person I am coaching has gone quicker than me in a certain corner and we watch it back to decipher why. If you try things, it may work, it may not, but that is what makes it interesting. The perfect lap is really hard to do because there are so many different ways to do each corner.

“We strive to push people on, that is what we want to do. We want them to get the best out of themselves. But the perfect lap, that does not exist. There is always a little bit of time left on the table, you are always constantly trying to do better – and at the end of the day, that is why we all do it.”

## Coach Finder

If you are looking to improve your track experience, and have not yet found a coach to guide you, check out the Motorsport UK Coach Finder [HERE](#).





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# MEET KATIE BALDWIN

As Competitors Pathway Manager at Motorsport UK, **Katie Baldwin** is now steering stars of the future to maximise their potential

It was thanks to *Colin McRae Rally* on her Playstation1, when she was around eight years old, that Katie Baldwin first found an interest in motorsport.

"I remember once getting a steering wheel for a present", notes Baldwin. "One that attached to a dining room chair... My mum had just got a brand new dining room table and chairs, and the first time I used the steering wheel, I had been so engrossed in the game I didn't realise I hadn't attached it properly. It had scratched the chair – oops! So, I wasn't in my mums good books after that. I also enjoyed watching motorsport on the TV with my dad, and later my parents took me to some small events, which I loved. We took camping chairs and set up for the day – I'd come away from those covered in black debris and rubber, which was all part of the experience. When I was a little older, I did a few track day experiences which I really enjoyed, but I was definitely better on the PC / games than real life!

"Ironically, I now manage the Academy Coaching team which consists of Nicky Grist, one of Colin McRae's co-drivers, so it's funny how things come back around. Little did I know when I was sat playing the rally game on the floor in my living room, that in years to come I would be overseeing and developing these programmes."

Although enthralled by motorsport from a young age, Baldwin did not begin her professional life in this arena. "I worked in high performance sport and talent development for around eight years – originally at England Netball for four years, and then at England Rugby. Having completed a degree in Sport and Exercise Science, I have always been really interested in how to optimise sporting performance and what processes, and how frameworks can be implemented that can contribute to elite success. My previous roles ranged from athlete services management, to talent development and performance management which at times were quite reactive. I knew

that in the longer term I wanted to move into a pathway management role, which takes a more strategic view of the whole athlete journey. When the vacancy at Motorsport UK came up, I knew instantly that I wanted to go for it. I have been with Motorsport UK now for almost four years and enjoy working in a different sporting landscape which has come with new challenges.

The development of Sport Science, and the pathway management programmes that support many sporting fields, have been growing over the last 20+ years. In UK motorsport the way that we support, and mentor young athletes has been evolving too.

"It was back in 2005," reveals Baldwin, "when there were calls for the (then) MSA to 'do something' to support young talent. David Brabham and Robert Reid designed the concept and were the Performance Directors at the time. They launched the Rally Elite and the Race Elite programmes. Initially it was run via external sources, but they were designed to be taken in-house over the longer term. It wasn't until 2009 that the 'Academy' umbrella was created, and the first internal staff member was appointed to manage it. The delivery remained external at this point. The first programmes back then were Team UK, plus some performance master classes (delivered at junior championships) and the AASE college programme (now DiSE).

"In 2011 the first partnership created with Racing Steps Foundation which aimed to benefit wider pool of competitors and provide financial assistance (mainly a contribution towards living costs) to allow them to focus on training and competition. In 2013 it was taken fully in-house, and the existing programmes were developed. A co-driver programme was added, and the concept of motorsport coaching was explored from then on. In 2020, shortly after I started, the programmes were redesigned to

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Team UK, Team UK Futures, and the Diploma in Sporting Excellence, all of which have both a driver and co-driver strand and cater for multiple disciplines – Race, Rally, Rallycross and Karting.

So the journey for Motorsport UK has been a progressive one, and now with Baldwin at the wheel, things have really stepped up. “In the past four years”, she adds, “we have focussed on creating a clearly understandable talent pathway with an easily recognisable identity to become a platform for drivers and co-drivers to build their profile, as well as to equip them with all the tools and skills, knowledge, and behaviours to achieve their ultimate motorsport goals. Secondary to this, is to ensure that in pursuit of these ambitions that they do not neglect their education. This is where the DiSE programme comes in. It is also essential that their knowledge and experience is retained within the motorsport industry, so we provide many exit routes from the talent pathway – helping them to plan their careers. We take a holistic approach to athlete development with a progressive curriculum. This covers different performance areas including technical, tactical, psychological, physical as well as commercial/social elements such as sponsorship and personal development. It is all delivered via workshops, training days as well as 1:1 coach reviews and performance management meetings

to provide athlete centred, individual support, as well as team opportunities. Most recently, alongside the Academy programmes we have launched the Motorsport UK Coaching Pathway to recognise and support the upskilling of those delivering great coaching to our future stars.

See [Revolution April 2023](#)

So how does motorsport differ from other sporting activities? Are there similarities, and what can be learned from other sporting organisations?

“It’s a common misconception that drivers ‘just sit behind the wheel’”, reveals Baldwin, “and yet motorsport is one of the most physically and mentally challenging sports.

“For both drivers and co-drivers, and for the teams that play an important role in their car’s performance, motorsport requires a high level of physical fitness as well as mental toughness, plus teamwork, communication, and precision. Of course, this is the same across many, if not all, other sports at an equivalent level, but what makes motorsport unique is that often, training and competition become the same thing. Practice and training or testing opportunities are usually few and far between, so the athletes must look beyond the car and track time for training. Within the Academy, we help them to identify areas of performance development

which are outside of the car – looking at lots of small performance gains, often marginal gains, that will culminate in an increase in performance. This could be anything from their nutrition, preparation and recovery, sleep cycle, and travel health, physical or mental fitness. With the benefit of technology and innovation to support this over recent years, we can now use simulators and esports as a training tool, with many transferable skills from digital to real world.

“At Motorsport UK, we have been working closely with other sports governing bodies as well as UK Sport, Sport England and UK Coaching to share best practice and used their learnings to help inform our own framework and approach to developing talent. In terms of similarities, there are many sports, such as Equestrian, Sailing, Snowsports and Skeleton (yes – you would be surprised) which we link up with regularly to share ideas and challenges. The main thing we have learnt is that when you take away the context of the sport, the athlete journey is largely the same. With this in mind, we can use case studies and learnings to ensure that the Motorsport UK Academy are implementing practices which we know equal success.”

So where to next for Motorsport? What does Baldwin see as the next test for the governing body?

“We must continue to develop the Coaching offer by Motorsport UK,” she declares. “We have focussed a lot of time over the years on the athletes, but what about the workforce delivering the sport? Where are the opportunities for them to ensure their coaching practice is the best it can be? Is it underpinned by principles that have been tried and tested over the years within the Olympic space and that have resulted in higher percentage of medals for Team GB? We are taking these learnings and applying them to motorsport, ensuring that the coach is recognised, supported, and developed in the same way the athletes are. There’s a perception that a good competitor is automatically a good coach, but as a governing body, Motorsport UK has not, until now, provided those individuals with the tools to transfer all that amazing knowledge and experience onto others effectively. It is an exciting time as this also links in Motorsport UK’s wider participation objectives.

“The Academy team are also working on plans to look at a broader competitor development offer – using the principles delivered within the Academy and making those available to people who just want to be the best they can be at the level they are participating. The focus for this project is enjoyment and ensuring that we can provide experiences that provide a long and fulfilling motorsport journey – so watch this space!





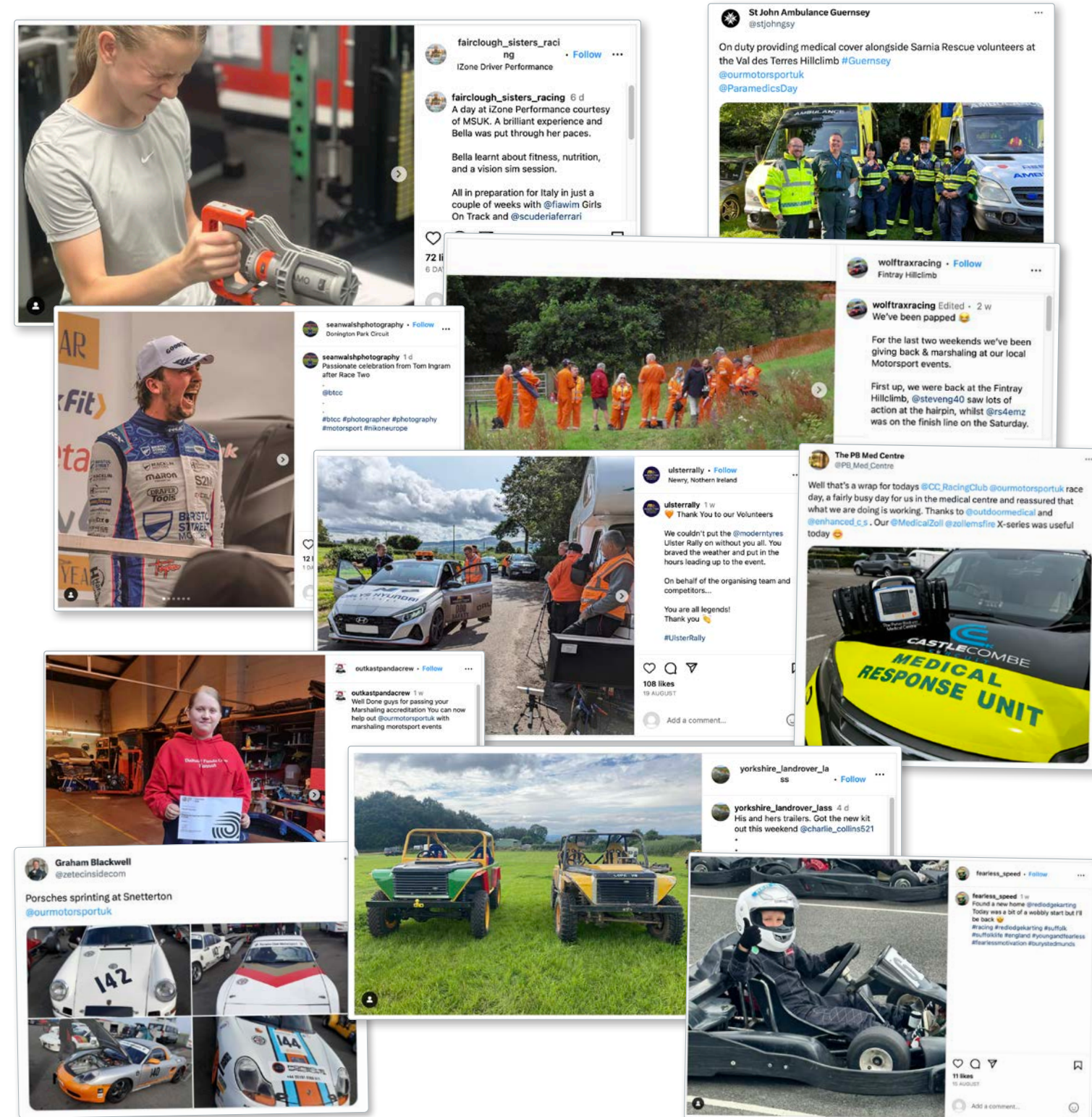
## Highlights from the past month on social news feeds

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:**  
Formula E Champion Jake Dennis shares how he got started in motorsport



# Esports insurance specialists

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## Motorsport Corners

The British Isles is blessed with many amazing racing venues, boasting a wide range of different cornering challenges. These are six of the best

JEP



### Cascades, Oulton Park

This track is full of fantastic bends, but Cascades is where the action – or chaos – often occurs. That is because this tricky, quick, and cambered left-hander comes at the end of a long downhill run from the first corner, Old Hall Corner, via a slight right kink at Denton's. With drivers high on adrenaline, lap one here can often be frantic.

For a driver, it is not only vital to keep it clean on the opening run, but it is crucial to get right on every lap, because there is lots to gain on the straight that follows – or a lot to lose if you are out of shape. As a spectator, it is the perfect spot to see the downhill run, with drama almost guaranteed, especially when there are plenty of races running through the day.

2

### Molecomb, Goodwood Hillclimb

The most infamous corner on this legendary hill, Molecomb is approached at such speed that it often catches people by surprise. The blind left-hander, which rapidly arrives at the end of the track's first flat-out run, can be a massive challenge and has left plenty of legends with some embarrassing moments to forget.

As a driver, the best way to handle it is to brake before you see it – which can be easier said than done – and if you get more than one shot at it, take it slow the first time then build up for an attack on the second run. There is always something to see here for spectators, who should head to the Molecomb grandstands to catch the action from the best angle.



Drew Gibson / Goodwood

BARC



### Peel, Anglesey

There are plenty of jaw-dropping views at this circuit, with the ocean wrapping its way all the way around the edge of the island. This corner combines that picture postcard scenery with some frantic action, with a tricky right-hander dropped right on top of the crest of a hill.

It is a fearsome challenge for a driver, with the track rising up hill on entry, hitting the crest on the apex and heading back downhill fast into the next challenge, the Corkscrew chicane. If the weather Gods are being friendly, there is no better place, perhaps in the whole of the UK, to sit down with a picnic and enjoy some thrilling motorsport.

4

### The Mountain, Cadwell Park

Sometimes described as a mini Nürburgring, this circuit has become more famous for bikes than cars, but it still hosts plenty of Club racing events through the season. Of all the twists and turns around the track, The Mountain is the most dramatic as cars can get airborne when they climb the crest.

The left-right corner sequence is as intimidating as it sounds, with a fast entry and plenty of braking required to make the climb up the hill, where the car will go light or take flight. The second grandstand is a popular spot at the top, and the bottom of the hill has great rear views of the crest.





5

**Taylors Hairpin, Knockhill**

This is the final corner on the racetrack, and it is one of the tightest in the UK. The cars arrive here after a flat-out run down Railway, the second longest straight on the circuit, and with lots of slipstreaming into the heavy braking zone, there is often plenty of action as the drivers jostle for position before finishing the lap.

The uphill apex gives a banking effect that can help an ambitious move stick and, if it is taken well, it is the best overtaking point of the circuit, with hard acceleration out of the corner to climb up the pit straight to the finish. There is lots of room for spectators to get a piece of the action, with plenty of viewing points all around the bend.



6

**Maggots-Becketts-Chapel, Silverstone**

Ok, so this is three corners, but they all blend into what is one of the most challenging sets of bends in the UK. Located in a wide-open plain, this high-speed left-right-left takes drivers from the short straight that exits the infamous Copse corner – another treat in itself – onto the long, high-speed Hangar Straight.

For those behind the wheel, it demands perfect balance and rewards commitment with a high exit speed to benefit from all the way down the straight. For spectators, it offers the chance to see cars and drivers on their absolute limit, with the grandstands offering a great view of the changing directions as they dance through the complex.



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# SIR CHRIS HOY 10 YEARS IN MOTORSPORT

The world's most successful track cyclist, and one of Britain's greatest Olympians, has been competing in motorsport for 10 years now. His competitive fire still burns just as strong as ever

Upon being asked by *Revolution* if he'd go back to dedicating his time to a full season in a professional motor racing championship, Sir Chris Hoy was quick with his answer: "I absolutely would!"

His three-year 'road to Le Mans' was well documented, from his early days in British GT all the way up to contesting the 2016 edition of the French endurance classic, one of the world's greatest races. Since then, appearances in a huge variety of categories – from rallycross to Caterham racing – has given the Edinburgh native his regular doses of speed, competition, and adrenaline, just without the commitment of a full programme.

That's not necessarily intentional, though. While his last full-season campaign in a professional series was British GT in 2019, which could lead people to believe he's slowing down and just doing the odd event here and there, Sir Chris is eager to jump back in at the top level.

"I'd absolutely jump at the chance to get back to Le Mans because you learn so much. It's six years ago now, but I feel like I could jump back into a prototype pretty quickly having driven the Revolution (sports prototype racing car) recently. You never really lose that feeling and, in a way, I'm very much a better driver now than I was in 2016," Sir Chris told us after a hectic weekend of rallycross at Lydden Hill in July.

"There's loads of events I'd love to do in motorsport: the Bathurst 12 Hour and Nürburgring 24 Hour (GT races), more rallycross... I've even tried a little bit

of rallying, but for that I'd really have to commit to doing the hard yards! You can't just jump in at the deep end with rallying because the consequences are a lot greater with no run-off – you've got to get it right first time.

"I was just thinking about this recently because 10 years is quite a long time and I've tried out so many different cars and championships. The positive of that is that you become very good at adapting to new machinery and new situations, and then you're able to enjoy it, so instead of being absolutely terrified you come away with a big smile on your face. You're looking forward to the start (of a race), you're not getting nervous beforehand..."

>>>>



Sir Chris Hoy and Billy Johnson in the 2019 British GT Championship





After retiring from track cycling – a sport he had made his own – in early 2013, just a little under two months later he lined up on the starting grid at Brands Hatch for the inaugural Radical SR1 Cup race and the start of his motorsport career.

Four Olympic, 11 World and two Commonwealth titles – are the highlights of Hoy's illustrious track cycling resume, but the plaudits were wiped clean when it came to four wheels and an engine. Like everyone else, Sir Chris had to start somewhere and, having regularly enjoyed non-competitive trackdays, the opportunity arose for him to earn his motor racing stripes in the British sportscar series.

The little Radical SR1 was the Peterborough-based manufacturer's entry-level, 185 bhp mini-prototype machine designed for novices in mind. With it, they formed an 'academy' style championship package with everything included in the price, from the ARDS (Association of Racing Driver Schools) test all the way up to the actual car and event entry fees.

## “Rallycross – I think it's the form of motorsport I enjoy the most”

“It was made really easy actually,” Sir Chris added. “I never considered racing and then the opportunity came along. Getting your (race) licence is quite a straightforward thing, and I had the arrive-and-drive package with Radical.”

Scoring one podium that season at Snetterton, Sir Chris had very much been bitten by the motorsport bug and so began his journey to Le Mans. He jumped straight from the Radical into Nissan's beast-like GT3 car for the 2014 British GT season and managed a podium at Spa before a European Le Mans Series campaign the following year.

He shared a Ginetta LMP3 car with the then up-and-coming Charlie Robertson, and the duo impressively won the championship's LMP3 class on their first attempt. The programme then culminated in Hoy's LMP2 drive with Alpine Pro Racing, scoring a 12th-place finish at the round-the-clock showpiece.

The most professional sportspeople are well versed in dedicating their life to doing something – and doing it well – which is exactly what Sir Chris accomplished with Le Mans. He may well accomplish it again one day – and has proven he still has the commitment – but is also realistic as to the practicalities, and finances, of such a programme.



*Hoy trying out rallying in an ex-Colin McRae Subaru Impreza*

“It's such a huge commitment financially for your backer (sponsor),” he says. You don't just turn up and do Le Mans, you've got to do a full season of ELMS or something similar beforehand, and that takes significant backing to make happen.

“If you can do it alongside something else, whether it's a TV or Netflix show, a documentary, or something that can give you additional backing to make it happen, that's the kind of thing that might make it possible.”

Hoy's sportscar exploits are a far cry from what he was up to at Lydden, the birthplace of Rallycross, as a guest entry in the Motorsport UK 5 Nations British Rallycross Championship. Driving for circuit owner Pat Doran's team, Sir Chris was in the same Citroen C4 he raced with them back in 2020 and was elated to be back at the Kent venue for his fourth visit – and couldn't hide his passion for the short, sharp nature of the discipline.

“I had an absolute blast, as always. Lydden is always a highlight, I was very excited to be back in the championship, and I love the challenge, the adrenaline, and the nature of rallycross. It's just so intense, with short, exciting racing.”

That's a strong statement from someone with such an eclectic motorsport CV, but Hoy's not the only one to enjoy the category. Global motorsport stars such as rallying legend Sébastien Loeb, eight times a World Rally Champion, and two-time DTM (German touring car) Champion Timo Scheider are just two of the big names who have converted to Rallycross in recent years.

“I think it's the form of motorsport that I've enjoyed the most and, if you speak to any racing drivers in different categories across the board, they'll all say they'd love to try Rallycross. It's just the fun of it,” Sir Chris added. “You step away from the clinical nature of circuit racing, which is very data-driven and you spend most of your weekend staring at computer screens and looking at little wiggly lines!”

“I actually really enjoy that too, I'm quite an analytical person and I do enjoy that process, but I think for just the pure pleasure of driving, Rallycross is great.”

Hoy made his Rallycross debut back in 2019 in Barcelona, the second round of that year's FIA World Rallycross Championship, and since then had only contested a handful of meetings before his return to the action last month. Such is the nature of the sport, there's no endless testing and, as he eloquently puts it, 'looking at squiggly lines.' As such, it was somewhat a baptism of fire.

“These cars take a lot of building up to and with the circuit's new layout, with the jump, it just added another dimension – but I was getting quicker and quicker in every race. We did a bit of work on the brake bias (after some struggles and spins on day one), and it settled down a bit on Sunday!”

“The cars come alive when you push them so, if you don't, they understeer and just don't behave. You have to grab them by the scruff of the neck and that's how they like to be driven, but it takes time to build up to that, and it can bite you back! There are some great people around – I've received some great advice and the whole team, and the paddock, is very friendly.”

### Regular in the paddock

Back in 2013, Sir Chris going racing was big news and, naturally, having a big-name sportsperson in a humble racing paddock was something rather unusual. With time and more events under his belt, the sight of seeing Hoy around – both on and off the track – became a more common one, and he's highly appreciative of the relaxed and friendly nature of British motorsport.

“What's nice about the situation I'm in now is that I feel a lot more relaxed about it all. When I first started it was all about 'what's he going to be like?', and some people are supporting you while others are waiting for you to fail because they don't want you to be making the sport look easy,” Hoy said.

“I think I showed people that I was giving everything and with great respect too – I wasn't just coming in and saying, 'I'm going to be great at this.' I knew I wasn't going to be great at it, but I was a fan, and I was getting an opportunity to do what 99 per cent of fans would love to do, and that's



*Chris Hoy and Mike Furness raced the Courage LC75 at the 2018 Silverstone Classic*

compete in these amazing events. Now, I feel a lot more relaxed because people are more comfortable seeing me in the paddock and it's not such an unusual thing. People are used to having me around and it's a lot more relaxed.”

Circuit racing is a natural next step for many regular trackday participants but can often be a difficult one to make. There are financial concerns, nerves, or maybe even just lack of time. Acquiring a Motorsport UK 'Go Racing' Starter Pack is the first port of call – the gateway to an exciting new world. From there, you can take your ARDS test and get your race licence, just like Sir Chris did in the build up to his race debut on that day back in May 2013.

He was one of many nervous novices watching the lights on the starting gantry at Brands Hatch, ready to take off towards the notorious Paddock Hill Bend. Even a seasoned professional like Hoy, used to competing on the world stage, in front of packed stands and millions watching on TV, has no shame in admitting he gets nervous at the start line of a race – even today.

“I'd been racing internationally in sport for 20 years by the time I'd retired and yet I was still nervous at the start line! Everybody's nervous and, no matter if they say they are or not, they're all terrified in their first race,” he commented. “So it's completely normal to be nervous.”

Not everyone will stick around like Sir Chris has, or get the chance to race internationally, but no matter what you compete in, and at what budget, the thrill never dissipates. That's something Hoy is keen to emphasise: “Motorsport is like a drug, but it's hard to explain to people who aren't into it, why you'd want to spend all this time and money going racing, but it's addictive and it's a wonderful thing to do. If you have the chance, do it.”

“It seems daunting and really out-of-grasp for a lot of people, for a number of reasons, but I think if you have the desire, you do trackdays, you're enjoying them and would like a little bit more of a competitive angle to it, I would say – don't think about it, just go for it!”

There's no denying the sheer passion Hoy still has for the sport – if anything, it might even be stronger now than in his post-cycling heyday, when motorsport was still new and fresh for him. He also remains humble, honest, and eternally grateful for the opportunities he's had. And he'll never forget that spring day at Brands Hatch.

“There's nothing like that feeling, at the end of your first race,” adds Hoy. “Pulling into parc fermé, taking your helmet off, you jump out the car, take in the moment, talk to your fellow racers, and everybody's high-fiving each other and just absolutely high on adrenaline. It's an amazing feeling and that's what brings you back to it.” 🌀





### Ocean Sprint Revival

16th September, Southport, Merseyside

Following the successful staging of the Sprint Revival Demonstration Run in 2022, this year will be a full closed road Speed Sprint Event along the same half-mile / 820m section of Marine Drive. This will revive the historic sprint course that used parts of Marine Drive up until the early 1960s prior to the establishment of the Coastal Road. This will be run under a Motor Race Order and Speed Permit, and is a competitive, timed, high-speed event for cars and drivers running to Motorsport UK Speed and Invited Classes for cars meeting Motorsport UK Technical Regulations. Only drivers holding appropriate Motorsport UK Competition Licences will be permitted to compete at the event.

### Trackrod Rally Yorkshire

22nd – 23rd September, Filey, N Yorks



Neil Roskell and co-driver Andrew Roughead go head-to-head with Callum Black and Jack Morton for the 2023 Prottyre 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.



Following hot on the heels of the Woodpecker Stages, the next round of the MSUK English Rally Championship in association with Seacon UK is the Trackrod Forest Rally. The event gives competitors the opportunity to stretch their legs over the super-fast stages on the North York Moors. David Henderson won the event in 2022 with both Elliot Payne and Matthew Hirst in close proximity – whoever takes victory this time will have had their work cut out to taste the champagne!



The Fuchs Lubricants British Historic Rally Championship heads to Trackrod Rally Yorkshire with a tantalisingly close championship fight developing towards the season close. As the penultimate round of 2023, the battle for maximum points will be intense, and Friday evening's blast through Dalby in the dark will test the crew's mettle, while a full day of super-fast tests on Saturday favour the brave.

Callum Pudge / Santa Pod



### STP National Finals

22nd – 24th September, Santa Pod, Bedfordshire

The STP National Finals takes place two weekends after the FIA European Finals the Motorsport UK British Drag Racing Championship could be concluded... However, it will take a major upset to dislodge champion-elect Bobby Wallace from his maiden title. Pro Modified veterans Andy Robinson and Wayne Nicholson are his most pressing opponents.

### Roger Carrington Memorial weekend

23rd – 24th September, Blyton Park

Nottingham Sports Car Club hosts the next round of the SBD Motorsport UK HSA British Sprint Championship and several others this month. In the BSC, the top three contenders heading to Lincolnshire will be looking for every point, as the dropped scores are making the battle at the top even tighter.



Kit Broughton

JEP



### Kwik Fit British Touring Car Championship

23rd – 24th September, Silverstone

The National circuit will see a return to battle for the BTCC's title contenders in the penultimate round of the year. Ash Sutton narrowly extended his advantage in the standings in the last round when he and title rival Tom Ingram took a win apiece at Donington, while Jake Hill also remains in contention in a trio covered by 62 points.

### British Hill Climb Championship

23rd – 24th September, Loton Park, near Shrewsbury

Late September sees the British Hillclimb Championship presented by Avon Tyres visit Loton Park in Shropshire for its final round of the season. With Wallace Menzies having secured his fourth successive title at Prescott, the battle for the coveted top ten places will be finalised this weekend.



Ben Lawrence



## Historic Rally Festival

30th September – 1st October, Weston Park, Shropshire

The Historic Rally Festival returns for 2023 and is a two-day Motorsport UK permitted multi-venue Stage Rally Demonstration featuring stages at stately home Hatton Grange plus dusk stages at Weston Park. 60 specially selected cars take on famous stages with a festival atmosphere. The Festival begins at Hatton Grange, with the ceremonial start and four stages, then returns to the Service Area at Weston Park. The cars will then take on the famous RAC stages at Weston – in the dark – culminating in a fireworks finale.



George Sims

## ROKiT British F4 Championship

7th October, Brands Hatch

After nine weekends, 27 races and 540 minutes of competitive action, the 2023 ROKiT British F4 Championship has been a thrilling contest all year, however it is still far from decided going into the final round. Indeed, it couldn't be any closer, with Rodin-Carlin's Louis Sharp leading the championship by just one point from Hitech Pulse-Eight's Will Macintyre. Game on!



JEP

## Intelligent Money British GT Championship

21st – 22nd October, Donington Park

Donington Park hosts the final round of the British GT Championship, and while 2 Seas Motorsport has the top spot pretty much wrapped up for 2023, the battle for second and third rages on. Things may have come to a head at Brands Hatch earlier this month, but prior to that race, Barwell Motorsport held only a slim six-point lead over Century Motorsport in the GT3 title race. In GT4, the top three teams will all be hoping to maximise their points over the last two rounds, as it could go either way.



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

Peter Scherer

SBD Motorsport UK HSA British Sprint Championship




August bank holiday weekend saw the British Sprint Championship travel east for two days' sprinting at Snetterton, organised by BARC Midlands. Graham Blackwell took the win in Run off one from Pete Goulding. John Loudon came in 3rd, setting a new 1100cc class record to score a bonus point. Run off two had saw a repeat of the order. FTD for the day went to Graham Blackwell.

**Latest Championship Positions**

1st	Jock Armstrong	140 points
2nd	John Wink	132 points
3rd	Mark McCulloch	122 points

JEP

Kwik Fit British Touring Car Championship




WSR and BMW claimed a trio of Kwik Fit British Touring Car Championship podium finishes at Donington Park, as they maintained the lead of the Manufacturers' title race. Rory Butcher collected his 11th career win in Race 3, to the delight of the many attending guests from nearby Toyota Motor Manufacturing UK.

**Latest Championship Positions**

1st	Ash Sutton	362 points
2nd	Tom Ingram	320 points
3rd	Jake Hill	300 points

**KNC Groundworks Scottish Rally Championship**



David Henderson and Chris Lees took the Voyonic Grampian Forest Rally win by just three seconds in one of the most competitive and closely fought events the championship has seen in recent years. Only nine seconds covered the top five crews after almost 44 miles of slippery and challenging Kincardineshire stages.

**Latest Championship Positions**

1st	Jock Armstrong	140 points
2nd	John Wink	132 points
3rd	Mark McCulloch	122 points

AF Motorsport Media

Paul Lawrence

Avon Tyres Motorsport UK British Hillclimb Championship



Wallace Menzies secured his fourth successive British Hillclimb Championship presented by Avon Tyres title at a hot and sunny Prescott. After third and fourth place run-off finishes, Wallace joins Ken Wharton as the winner of four consecutive BHC titles. A great result for Wallace and his team, led by Crew Chief Tom New. Scott Moran (pictured) took two victories at Prescott, one shared with Matt Ryder, to consolidate his second place in the championship.

**Latest Championship Positions**

1st	Wallace Menzies	222 points
2nd	Scott Moran	209 points
3rd	Matthew Ryder	186 points

Protyre Motorsport UK Asphalt Rally Championship



Callum Black and Jack Morton are the 2023 Protyre Motorsport UK Asphalt Rally Championship drivers' and co-drivers' champions, having scored maximum points on both days of the double header JDS Machinery Rali Ceredigion. The new champions won the title for the first time and were the only crew to score maximum points on more than one round – Manx National, Argyll Rally and Rali Ceredigion.

**Latest Championship Positions**

**Drivers**

1st	Callum Black	174 points
2nd	Neil Roskell	163 points
3rd	Darren Atkinson	145 points

**Co-Drivers**

1st	Jack Morton	174 points
2nd	Andrew Roughead	163 points
3rd	Richard Crozier	143 points

JEP

ROKiT British F4 Championship



A hectic morning wet race at Donington Park was won by Deagen Fairclough, while in the afternoon, F4 Rookie Gabriel Stilp took his first single-seater race win. Gustav Jonsson leads Stilp in the ROKiT British F4 Rookie Cup, while Louis Sharp holds the lead in the drivers' championship by a single point over William Macintyre, ahead of the final showdown at Brands Hatch next month.

**Latest Championship Positions**

1st	Louis Sharp	331 points
2nd	William Macintyre	330 points
3rd	Deagen Fairclough	236 points

JEP

Motorsport UK British Rally Championship




Osian Pryce with co-driver Stephane Prevot, took victory on this year's JDS Machinery Rali Ceredigion. Having taken the lead on stage two, Pryce and Prevot crossed the line 22.9 seconds ahead of second-placed Meirion Evans and Motorsport UK's own Jonathan Jackson. James Williams and Dai Roberts charged through the second day to claim third and top of the BRC points.

**Latest Championship Positions**

1st	Adrien Fourmaux	105 points
2nd	Garry Pearson	63 points
3rd	James Williams	54 points

British Rallycross Championship



Jack Thorne claimed double victory in the seventh and eighth rounds of the Motorsport UK British Rallycross Championship 5 Nations Trophy at Pembrey. Thorne qualified for the front row for the final on Saturday, alongside pole starter Tristan Ovenden, and took the lead at turn one. On Sunday, Thorne finished second on track to Irish driver Derek Tohill, who was not registered for points, taking his second 5 Nations BRX top score of the weekend.

**Latest Championship Positions**

1st	Jack Thorne	99 points
2nd	Tristan Ovenden	98 points
3rd	Julian Godfrey	96 points



Wera Tools British Open Kart Championships – IAME, Honda and Bambino



Max Taddei

Water Swift [R]			Junior X30			Honda		
1st	Austin Gibson	740 points	1st	Macauley Bishop	751 points	1st	Max Taddei	369 points
2nd	Austin Newstead	707 points	2nd	Taylor Orridge	701 points	2nd	Ryan White	367 points
3rd	Mason Brooks	706 points	3rd	Lewis Bird	694 points	3rd	Ed Spain	359 points
Water Swift			Senior X30			Bambino		
1st	Jesse Phillips	747 points	1st	Gus Lawrence	753 points	1st	Harry Chapman	252 points
2nd	Archie Lovatt	707 points	2nd	Marcus Littlewood	715 points	2nd	Rex Pooley	242 points
3rd	Jorge Edgar	700 points	3rd	Khali Atkins	710 points	3rd=	Henry Algar	238 points
						3rd=	Ronnie Kempson	238 points

The IAME, Honda and Bambino championships headed to Larkhall in mid-August for their only visit north of the border this season. It was a strong weekend for Oliver Rowland Motorsport as Colbe Pattison climbed six places to win the Water Swift Restricted category ahead of team-mate George House – who himself climbed up from 12th on the grid – while Kanishk Rao took his first career win in the unrestricted Water Swifts. The Junior X30 race saw Macauley Bishop and Cian Geraghty fight through the field to finish first and second, separated by six hundredths of a second, after Taylor Orridge lost the lead in a turn one incident. The Senior X30s saw pole sitter Marcus Littlewood hold off Khali Atkins to win by just one hundredth. It was a Scottish 1-2 in the Honda Cadets, with Max Taddei leading home Ryan White after a titanic multi-kart battle, while the Bambinos saw Henry Algar take a narrow two-hundredths of a second victory over Rex Pooley.

Wera Tools British Open Kart Championships – Rotax



Gilbert Lewis

Teams and Chassis Standings

IAME			TKM			Chassis Manufacturers		
1st	Fusion Motorsport	254 points	1st	Klaassen Motorsport	253 points	1st	LN Kart	498 points
2nd	Oliver Rowland Motorsport	251 points	2nd	Privateer	247 points	2nd	Tonykart	498 points
3rd	Jamie Green Racing	237 points	3rd	TWM	239 points	3rd	BirelART	497 points
Rotax			KZ					
1st	DHR	257 points	1st	Jade Racing Team	237 points			
2nd	Strawberry Racing	252 points	2nd	Rush Performance	237 points			
3rd	Argenti Motorsport	238 points	3rd	Privateer	236 points			

The Rotax championships headed to Larkhall over the August Bank Holiday weekend for some frantic action. In MicroMax, Kian Burnard won from pole after holding off Jenson Chalk by 0.15s, while Albert Friend took a 0.46 victory over close rival Jacob Ashcroft in the MiniMax. The Junior Rotax category saw title leader Macauley Bishop extend his championship advantage with a comfortable 1.51s victory over Joshua Graham while the Senior Rotax saw Kai Hunter move to the top of the table with a strong weekend, although he was beaten in the final by Gilbert Lewis.

All photos: Kartpix

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*All photos (unless stated): Santa Pod / Remco Scheelings*

# The MPB Parting Shot

Ida Zetterström, Susanne Callin, India Erbacher – these are Europe's fastest-ever racing drivers.

The trio all drive 10,000-horsepower Top Fuel Dragsters. Finland's Zetterström holds the European speed record at 321.01mph. Sweden's Callin is a shade slower at 320.20mph. Switzerland's Erbacher held the previous record at 318.96mph before the other two topped it in May this year. All three return to Santa Pod in a season-ending shootout to settle who will be 2023's FIA Top Fuel champion – [santapod.co.uk/european-finals](https://santapod.co.uk/european-finals)