


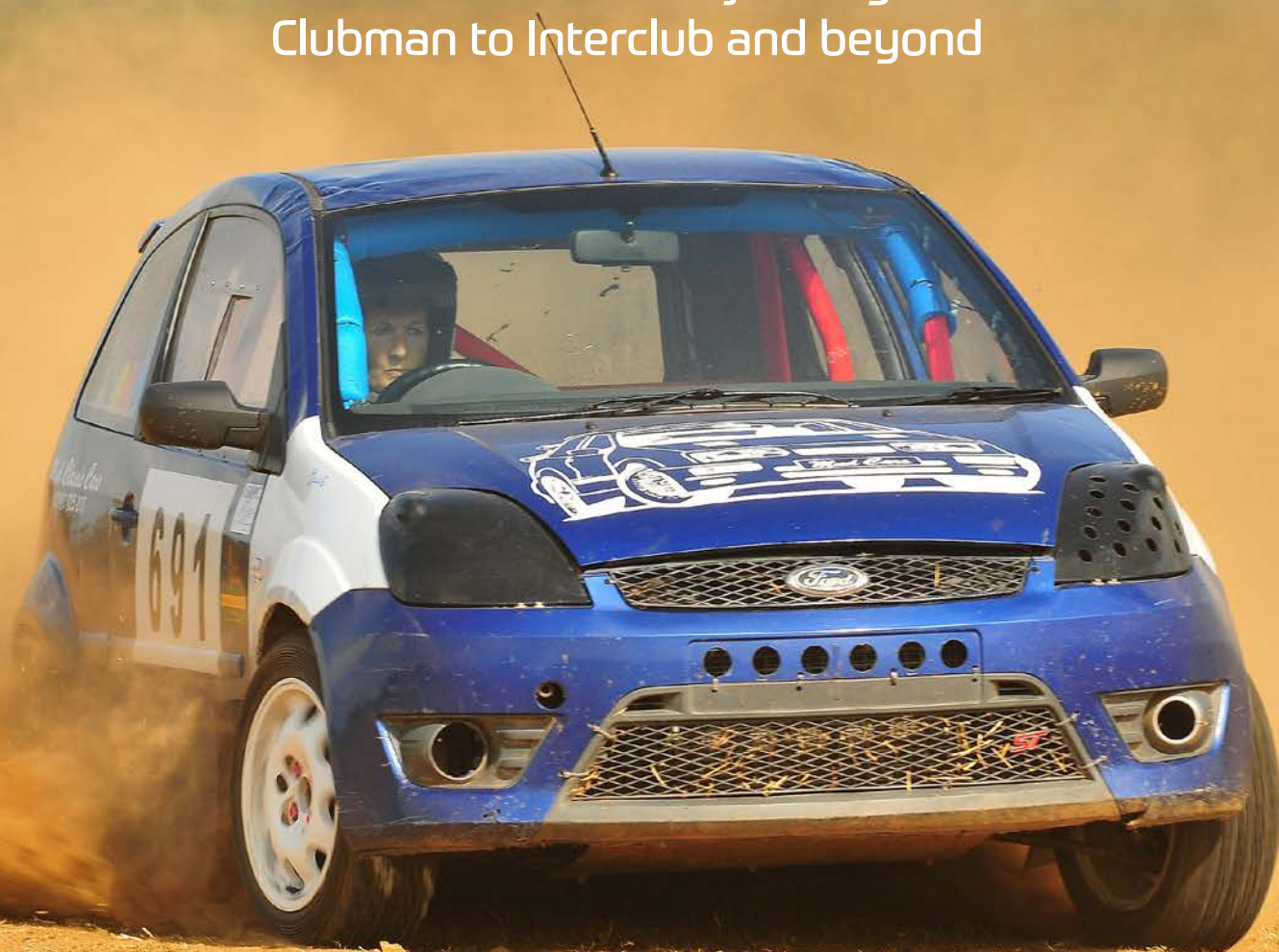
Revolution

October 2023

The official magazine of  motorsport uk

STEPPING UP – TAKE YOUR MOTORSPORT TO THE NEXT LEVEL

Six drivers share their journey from
Clubman to Interclub and beyond



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CEO's MESSAGE



If you look on You Tube and search for '1993 Network Q RAC Rally in-car with Kankkunen and Grist SS2 Weston Park', you will be treated to some spectacular on-board footage of the Finnish world rally champion and his Welsh co-driver navigating the narrow, slippery tracks of the Shropshire stately home

estate. This was the last time that Weston Park was used as a stage in the UK round of the World Rally Championship (WRC), but the memories of the Group B and Group A cars that charged through the parkland setting will remain forever with a generation of rally fans. It is this excitement that has been recaptured in a magnificent celebratory event created by Warner Lewis and his team, now in its third year as the Historic Rally Festival. A few months ago, I was asked by Autosport magazine what initiatives we should take to reinvigorate rallying and to reconnect with the broader public. I ventured that bringing the excitement of that era of cars to everyone, as had been done back in its heyday with the 'Stately Home' stages such as Chatsworth and Cornbury, would be magical. The Historic Rally Festival first ran in October 2020, and I can only imagine how challenging that must have been for the organising team against a backdrop of Covid lockdowns, and it is testament to their resilience and commitment that in 2023 they are on the third version.

By pure coincidence a good friend of mine, Tim Ashton, had approached me a few months ago and asked if I would like to join him at a some unspecified rally demonstration event in his superb 1969 Lancia Fulvia Fanalone; as he had decided to extend his involvement in the sport beyond attending touring assemblies and do 'something a little bit more exciting' and capable of showing off what his car was designed to do. It turned out the event was The Historic Rally Festival, so I grasped the opportunity. Frustratingly, I had already made a commitment on the Saturday of the event (with my two teenage boys who are in a kart racing championship), and therefore was only able to turn up late on Saturday evening to join the action. Tim had been very ably co-driven by one of the most experienced local navigators who knows the roads of Weston Park blindfolded... which was just as well as Saturday night turned out to be rain and storms of biblical proportions. This was further compromised by the fact that the Fulvia did not have a dash-mounted navigation reading light. Thankfully Anton managed to guide Tim safely through the water splashes and mud baths. such that when I turned up on Sunday morning the Fulvia was pristine and ready to go.

The whole event is a spectator's dream, and this was reflected by the tens of thousands who turned up over the weekend to see a magnificent array of period rally cars in action. It is fair to say that at most historic rallies we see a heavy proportion of Ford Escorts – fabulous machines and great fun to drive – but we all hanker to see variety in the line-up as it was back in period. To see a wide range comprising such models as TR7 V8s, Sunbeam Lotus's, Chevette HSRs, Subaru WRCs, BMW M3s alongside the Ford Escorts was simply amazing. Warner has a great touch of the showman about him and had assembled a star line up of commentators including Howard Davies, Mike Broad and Louise Aitken-Walker, (who couldn't escape from people recalling her Vauxhall Astra stranded in the water splash at Weston Park, and I'm sure she doesn't need me to further remind her). On Sunday morning Warner really showed his sense of fun, as he had secreted a birthday cake in the back of his Ex-Works Celica GT-Four Turbo. Coordinating with the officials to be the last car on the stage, he got out with the cake and walked over to where Paul Woodford was providing commentary for the live TV stream feed in front of the water splash, and then encouraged the crowds to sing happy birthday to him. Broad smiles all around for a moment of fun and celebration.

As for my own exploits, I was grateful that we managed to keep the car pointing in the right direction and navigate around the Sunday stages, which was made considerably easier by the outstanding work of the volunteer officials and marshals, as well as the meticulous preparation of the roadbook and event signage. All the hard work that goes into an event like this is largely unseen, but it is so critical for us to be able to maintain our sport and to allow all those spectators to enjoy the thrill of the cars from a bygone era. I extend my profound thanks to everyone involved in the organising team, and everyone who assisted to make the event happen. For me to be on the same roads as our heroes of yesteryear was a massive privilege.

The following weekend was a stark contrast to the nostalgia of the 1970's, '80's and '90's, and celebration of our past greats. Instead, I flew to the CIK-FIA World Kart Championships in Northern Italy, which is a showcase for young emerging talent that will make up the elite drivers of our world championships in the years to come. The Championships are run by RGMMC, led by the highly professional team under James Geidel, and assisted by a global array of karting officials including many from the UK, including Race Director, Nigel Edwards. My weekend didn't get off to the best of starts, when British Airways bumped me off two flights on the Friday afternoon, finally leaving on the last plane of the day heading to the

wrong side of Milan. After further delays and a long transit, I arrived at the hotel at 4am on Saturday morning, none too pleased with our national carrier! Nevertheless, the Motorsport UK team of John Ryan, in his capacity of Vice President of the CIK and Dan Parker our Head of Karting, were all up bright and breezy ready for action and headed off in the morning heat of the Northern Italian plains to the Franciacorta kart track. It is a relatively new facility, built in a disused quarry, and co-exists with the Italian Porsche Experience Centre. It has benefited from that financial model, and the kart track is of world class standard and easily accommodated the entourage of the World Kart teams.

Unless you've been to one of the European or World Championship Karting events it is difficult to grasp the scale that the industry has reached, with a multitude of professional teams servicing the aspirations of parents and children who have made the decision to pursue a career in single seaters, with the ultimate goal of arriving in Formula 1. If that sounds like a very singular mission it was without exception the narrative of everyone I spoke to in the paddock over the weekend. I guess that the Drive to Survive Netflix series effect has permeated globally, creating an even greater appetite than ever before. One of the consequences is an

Hugh Chambers enjoys the Lancia Fulvia Fanalone at the Historic Rally Festival



ever-increasing escalation of resources and track time to eke out the finest of advantages and with that comes increased funding. Many have annual budgets that are higher than some Formula 4 championships.

The entries between the junior and senior categories comprised of 241 drivers from 57 nations. At this international level of karting there are two categories using equipment in the OK classes. The junior category runs from 12-14 years-old, and seniors from 14 and above. In practice there are very few drivers over the age of 17-years-old competing on this stage. This is the consequence of these karters having singular ambitions to move up the stairway of FIA car racing, and if you have not made that progression by 16 then you're probably not going to make the cut, certainly at the elite level. I would challenge that model and believe karting needs to come back to being its own discipline, and not just a pathway for youngsters.



The standard of professionalism of the equipment and the teams is outstanding. The engines themselves are now 125cc and producing 27hp in junior level, and 39hp at seniors, with corresponding weights of 140kg and 150kg. Although the bhp per tonne doesn't sound particularly outrageous, there is something about the absolute mass of a kart and the size of tyre contact patch and low centre of gravity which means they carry incredible speeds. I was quite taken aback seeing this level of performance particularly when the youngest of the drivers are just 12 years old. These junior karts are now lapping considerably faster than the senior Formula Super-A karts that were raced by the likes of Nico Rosberg and Lewis Hamilton as they progressed up the karting pathway. It does raise the question as to whether these karts are now actually getting too fast, and defeating the object of the exercise which is really to focus upon the enhancement and honing of driving skills, as opposed to a physical test of stamina and strength. I certainly observed during the races, which run between 10 and 16 laps through the heats and finals, as having a profound impact upon some of the drivers, who were simply trying to hang on by the end of a race. We have a personal interest at Motorsport UK in improving the pathway of young girls into the sport (see Discover Your Drive with F1 Academy) and one of the barriers that we need to look at very carefully is the physicality of the machinery in the lower formula. That vital stepping stone of karting in the young teenage years has now also become an extremely physical and demanding environment in which to operate. I am sure the irony is not lost on people that you have power steering in Formula 1 and yet there is none in Formula 2 or Formula 3.

The other aspect which I found surprising having not been involved in European karting directly for some time, given that we do not run the OK machinery in the UK, was the absence of electric starters and a clutched transmission. These were originally used in the KF classes until 2016 when they were ditched on the grounds of reducing complexity and weight. The issue here is one of safety, whether it is the dummy grid start which requires mechanics to push the karts en masse. Or more worrying the rules allow for drivers who have spun out of a race and stalled (as there is no clutch) to exit the kart, drag it back on the track and then try and restart it. The way in which this is achieved is via a decompression valve on the top of the cylinder head that is activated by the driver who pushes the kart until it has reached sufficient speed to jump in and then close the valve. While this is much better than the old system of lifting a kart back wheels and dropping it down on the ground, as I remember from my teenage karting years, it is nonetheless a precarious exercise and not something which is

particularly comfortable to watch. The argument of improved simplicity and reduction of weight doesn't really hold much store for me when we have hundreds of Rotax and IAME machines running in the British Kart Championship very successfully with electric starts and clutches, and no pattern of any reliability failures. It certainly removes the risks I have highlighted above.

In terms of our national performance at the World Championships there were 11 British drivers in the OK junior class but only three in the older OK category. The format of the competition is qualifying followed by a series of heats, super heats, and finals with everything resting on the final 20 lap race. I think it is questionable whether such an important title should be dependent on one weekend, and ultimately one race, given the jeopardy that awaits any kart race. The senior final was decimated with only 16 of the 36 finalists completing the distance. We had some fine young talent in the junior category and went into the finals feeling confident of a good result, however within the first couple of laps that was completely blown apart with the front running British drivers relegated to the side of the track. Nonetheless I am sure a great deal had been learnt by everybody involved. We did have something to celebrate on the teams front with Forza Racing, a British outfit run by Jamie Croxford, picking up the World Champion Drivers Team ward, and they should be congratulated as they took on the might of European factory kart racing teams.

In the senior category it was very much a matter of wondering what could have been an extraordinary result. Although the UK had few drivers in the category, we did qualify with Nathan Tye 22nd and Joe Turney in 7th. Joe is one of the more experienced drivers in international karting, racing as a pro-driver in the USA and is a factory driver for Kart Republic. Having previously finished second in the World Championships, he was always going to be our strongest bet. And indeed, within a lap and a half Joe had moved from seventh on the grid to be leading the race which he did in spectacular style for nine laps. However, one of the chasing pack had finally caught him by the midpoint of the race and in dicing for the lead with the Brazilian driver, Gabriel Gomez, the two tangled and ended up on the side of the track. As mentioned, the karts stall in this situation and the only recourse, which is established practice, is for drivers to try and push start the kart. Being the last laps of the World Championship, it would seem a vain attempt to try and re-join at the this point anyway, but I suspect that the drivers are so ingrained with a need to restart karts during heats and pre-finals to gain points that Joe's instinct was to do this once again. Tragically this proved to be a dangerous exercise

and a backmarker, who had restarted from a previous spin and was unsighted to Joe's position on the track, impacted his leg leaving him with severe fractures and resulted in the stoppage of the race. I think that a review of this practice of restarting karts once stalled on the sidelines needs to be undertaken. Joe was taken to hospital, and from there on Motorsport UK has been working with his family to ensure that he has the very best of medical care and attention, as well as repatriation to the UK, which has now been undertaken with the correct expert medical interventions. This is something that Motorsport UK is proud to offer its international licence holders and an assurance we feel is critical to provide support across the world so our drivers can compete safe in the knowledge that they have this cover should anything go wrong.

It was disappointing to see so few girls present at this elite level of kart racing. There were just 12 out of the 241 entrants, and only one female in the 72 drivers in the junior and senior categories for the finals itself. So why are so few girls are coming into the junior level of karting, let alone the number that are reaching the very top step of the

podium and in the frame to progress into the single seater pathway? As you may know, Motorsport UK has launched an initiative under the umbrella of Discover Your Drive with the Formula 1 Academy, so we can shift the whole paradigm in this model and bring a huge increase in the number of girls coming into karting at a club level. Hopefully then progressing to national championships and being ready for the international stage. The first pilot tests of this programme were conducted this autumn, and we have seen a remarkable change using a dedicated female academy focus with our partners at TeamSport resulting in a much greater proportion of girls qualifying for the local finals of the British Indoor Kart Championship. From these small green shoots, we hope that there will be a blossoming community of girls competing in karting in the years to come. 🌱

Wishing everybody an enjoyable and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK



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In this issue: **Stepping Up** – Six drivers share their journeys from Clubman to Interclub and beyond.... a fleet of EVs takes to the Scottish hills in the UK's first **all-electric Road Rally**; Get Started in **Cross Country Trials** – the best place to begin your off-road motorsport adventure; and British Hill Climb champion Wallace Menzies shares his **Top Six Lessons Learned**. Plus: **National Court, Member benefits, Championship Results**, and **What's On** this month...



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Nationwide competitions

Grassroots motorsport offers plenty of action and camaraderie but what if you want to go to the next level? **Will Gray** asks six drivers how they did

Grassroots events are a great starting point for your motorsport journey and many Motorsport UK members are satisfied by the camaraderie and competition at local club level. If you hanker for more, however, the UK's Interclub motorsport scene is highly competitive, exciting, satisfying and, crucially, can be very welcoming. For those who are considering taking the next step, here are six drivers who did just that.



Dan Rooke – Autocross to Rallycross

Dan Rooke started his motorsport journey karting but admits he soon realised he “wasn’t any good in a kart” so instead chose to follow his dad’s route towards Rallying. At the age of 14, he was behind the wheel of a Nissan Micra in an Autotest and, once he had proved he had some car control, he went straight into Autocross with North Devon Motor Club.

“In my first full season of junior Autocross, I won the British Championship,” he says. “I did that for another three years, gradually upgrading the car as I became old enough to step up from the junior classes, but I was really the only one in my class and I had always loved the idea of Rallycross, so I begged and begged my dad if I could do it.”

Rooke had hopes of climbing right to the top, but the challenge, as is often the case with going to the next level, was that Rallycross would be more expensive and, with an increased chance of contact during racing, the repair bills for a rookie could rapidly escalate. Eventually, however, his dad gave in and he got a chance to try it out in a one-off Clubman event at Croft at the end of 2014.

“At the time, there was a gateway class for people going from Autocross to Rallycross, but I wanted to go into the Super National class to see where I fared against other regular drivers,” he recalls, also explaining that it enabled him to keep costs low as his Autocross car was prepared to a high safety level and only needed a few modifications to qualify.

“After that, we decided we would give it a go,” he continues. “We only had the budget for one year, so we did the Super National Championship rather than the Clubman because costs were similar and I thought if I was competing on the bigger scene, I might get more noticed by a potential sponsor or someone in Supercars might take me on.

“It just had a bigger atmosphere than a Club event – I was racing at the same time as the bigger names in the sport, it drew more crowds and there was a good TV package with live streaming, which back then was not so common as it is now. We made more modifications to the car through the year and ended up coming out on top in my first year out!”

Sure enough, Rooke was approached to drive in a Supercar the following year in the British Championship and managed to agree a free drive. “The pressure was on a bit then, because I had a few eyes on me,” says Rooke. “It all worked out in the end, though, because I ended up winning the Championship again!”

Rooke then stepped up again to the RX2 International series, the support class for the World Championship, at a time when drivers such as Sébastien Loeb and Ken Block were starring on the big stage. He finished as runner-up in the Championship but his journey ended when he ran out of budget and the manufacturers pulled out of the sport.

It was an adventure that saw him go from Autocross to World Rallycross in just four years, and Rooke recalls that first move truly being a big step up. The main challenges, he says, were the extra physical preparation, the greater emphasis on car set-up and having to change his mindset from being on track with just one other car, to being elbows-out in a multi-car contest.

“In Autocross, I did not think much about the setup of the car and how to get it dialled in but when you step up, you need to gain that extra bit out of every aspect of the sport,” he explains. “In Rallycross, the amount of damper clicks and tyre pressures and things like that made a difference and learning all that was quite a challenge.

“My dad owned a garage and my pit crew was him and all of the lads from the workshop, so we would all pile into the van and the trailer and off we went. My dad has always been very good at that sort of stuff and he did it for me. It wasn’t until I got right up to the Supercar level and he did not know the car so well that I had to get better at giving feedback.”



Dan Rooke enjoying Autocross with North Devon Motor Club

For Rooke, the buzz of being “part of the circus” is what made it fun to race at a higher level, but while it was higher profile and higher pressure, it did not lose the family atmosphere he enjoyed in Club racing. “When I started, I found that everybody got on really well, they offered advice and I soon got to know a lot of the people around.

“We also had a lot of fans coming round, taking photos, having a chat and sharing stories. A few guys followed the Championship to all the events and you would always catch up with them, which was nice. I even had to put together some merchandise, which I didn’t really know how to do because you do not have that on a Club event!

“It was not as scary as it might first seem. At the end of the day, everybody is there for the same reason as they are when they are at a Club event – they want to have fun more than anything and we often had live entertainment in the evenings and we just had a laugh. If you think it would be daunting to go up a level, it certainly was not.”

>>>>>



Dan Rooke racing in RX2





Matt Endean – 12 Car Rallies to Rally GB

Matt Endean slowly grew his experience after being introduced to motorsport at the age of eight, when his dad first took him to marshal an Autocross event. When he went to university ten years later, he joined Exeter Motor Club and began competing in 12 Car Rallies and grass Autotests, while also supporting organisers with their Stage Rally.

Having started working and earning money, he began to seek out ways to step up to a higher level and began by doing some Road Rallies in his road car, then slowly modified it to become capable of running in Stage Rally events. That opened the door to competing at a national level.

"I bought a totally standard one-litre Micra and built it up to a level to do the Preston Rally, then developed it into an endurance car, putting in half a roll cage," he recalls. "As tends to happen, you just keep doing more to it and eventually it became a Stage Rally car. It was still Road Rally legal, but it had all the bits needed to make it Stage Rally legal too."

When the two-day national class was introduced to Wales Rally GB in 2013, it was too tempting to resist. "I grew up in the 1980s and '90s, watching all the daytime stages around Chatsworth House and places like that in the middle of November, so the lure of doing Wales Rally GB was huge and I have gone on to do several other big events since."

"There is something about doing a big Rally, whether that was Wales Rally GB, Clacton, the London Rally for Heroes. You feel part of a big event, there are banners when you arrive, welcoming programmes, it is just a genuine step up in terms of atmosphere and we still have a number of big closed road and stage events in the UK that have that buzz."

Endean had plenty of experience to bring to his national Rally debut, but there were still some areas that were unfamiliar. Learning pace notes and doing recce were new but, he says, was easy to get the hang of, while logistics, planning and scrutineering were more in depth, but still recognisable from grassroots events.

His experience in 12 Car Rallies was great schooling, and he adds: "Anyone who has done few road-based events will understand timing better than those who have only done navigation on Stage Rallies, especially if they have only done single venue Stage Rallies. They are a good practice ground, as are Targa Rallies."

"My biggest worry was retiring or binning in it early on. You invest a lot of time and money into bigger events, so I was definitely more cautious than I would be at a lower level. We did Wales Rally GB twice and both times it was with the mindset of going for a finish, not getting a result."

"It was competitive and we wanted to do well, but getting round and over that finish ramp was the important thing. When we went on to do Clacton, which was a British Rally Championship round, we knew we had a reasonable chance of a good result so we did go for it, but when I first did my first national event, it was all about getting a finish."

One key point about Endean's journey is that while he has stepped up to national events on many occasions, he has never left grassroots behind. This year, for example, his 14 events so far have included a mix of Targa Rallies, two Autosolos, a few grass Autotests but also some national events including navigating on a Stage Rally.

"Going into national level events does not mean it has to be goodbye to grassroots," he agrees. "Obviously there are time and cost implications, but during the summer my local Club runs a series of grass Autotests every fortnight, which are great fun, good for practice and seat time, and an enjoyable way to spend a nice summer evening."

"You do get some people who start at a grassroots and transition through the sport – they develop their car, go to bigger events and stay there – but I like to do a real mix of events. I might do two or three bigger events and a whole load of other smaller events during the year. You can certainly do both if you have the time and money to do so."



Matt Endean began competing in 12 Car Rallies at University



Making sure to finish on the Wales Rally GB

To people like Endean, any motorsport is good motorsport – but ask him what stands out above the rest, and he will tell you it was being on the highest national stage of all. "The second year at Wales Rally GB, the start ceremony was in a rugby stadium and we were part of it, driving over the start ramp and being interviewed."

"There were people wanting my autograph and the main WRC cars were right in the middle as we drove in. I remember thinking 'I am just driving a Micra around at the back of the field!' but the world's top drivers were looking at us coming in and while we were amazed by all their cars, some of them were more interested in our Micra!"

"I ended up chatting with Elfyn Evans and some of the other stars about the Rally and it was a great feeling. Ultimately, we were there driving the same stages at the same time, doing the same event as the world stars. There are not many other sports where you can genuinely say that – you can't play in the World Cup, or in the tennis at Wimbledon!"

"For anyone thinking of stepping up, I would say give it a go. Talk to other people in your club or at events and get to know them and they will help you and when you do it, you will find it is one of those moments you do not forget in life. I went from 12 Cars to being on the same stage as World Rally Champions. That is a schoolboy dream come true!"



Matt and Suze Endean on the 2022 Tending and Clacton Rally



John Wilson – Autotesting to Circuit Racing

It was 27 years after Wilson started in grassroots that he stepped up to national level racing. Having initially thought his poor sight in one eye would prevent him from ever racing in 1980, he began tarmac Autotesting in a Triumph Herald, winning the novice award despite being in a "not ideal" car.

In the following years, he graduated to the BTRDA Autotest Championship, building a lightweight Mini and a modified Mini Metro, learning mechanics as he went. He built a Westfield 7 in 1987 which he ran until 2007, at which point he was ready for a change and discovered his corrected eyesight would allow him to get a National Race Licence.

"My friend suggested we try a Toyota MR2 so we hired three MR2 Challenge race cars for him, my wife and myself to have a go on a track day at Donington," he recalls. "It was such a buzz! In Autotesting, you never got beyond second gear, so it was fantastic to pushing a car hard in third and fourth!"

"The defining moment that day was finding a spun BMW Z4 blocking the track on Craner Curves. I instinctively reacted to avoid it and thought 'yeah, I'm a driving God, I can go racing!'"

Once he had the licence and the appetite, three things aligned to enable Wilson to make the step up. He was self-employed, which made it more viable both in terms of finance and flexibility; his friend wanted to share the costs of racing; and he was able to attract sponsors from contacts he had built through Autotesting.

"It all just came together," he explains. "Over the years, the Autotest driving I had done got me work with the Paul Swift Precision Driving Team. This involved me in TV adverts and even playing Car Rugby at Twickenham! I had earnings coming in through driving and I also had a bit of credibility to get some backing for the race car."

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John Wilson competing in the BTRDA Autotest Championship, in a lightweight Mini and later a modified Mini Metro



“My friend was all for buying a car between us, but I wanted control so I bought a Mk1 MR2, the cheapest one, for about £2,000 and we made an agreement that it was my car, but he could use it and pay in. That is something 750 MC have recognised as a good way to make racing more affordable, with a little syndicate of up to four drivers.

“It is just a case of working out what is going to happen when it gets damaged and who is going to pay for it, bearing in mind damage can happen from your own fault or anyone else’s. We just agreed to share the expense, because the priority would always then be to have the car ready for the next event.”

The biggest challenge, Wilson says, was having to learn the tracks. “I did not feel good enough to just turn up and try to qualify, so I was doing track days either at weekends, which were expensive, or in midweek, which cost less but lost me a work day. It was a balancing act, but it worked out and the number of track days reduced after the first season.

“I knew driving among other cars would be very different to Autotesting, but the only apprehension I had was that in a low-budget one-make series, there are lots of cars with very similar performance and a lot of inexperience. I knew lots of people would end up trying to occupy the same piece of tarmac, so I had to be ready to deal with that.

“In my first race at Snetterton, I did not want any tangles, particularly with anyone I knew, but on the first lap, there were quite a few incidents and people were spinning in front of me. My mind flashed back to Autotesting, and I was avoiding them like they were plastic cones, so it really played into my skillset.”

Wilson recalls he “had a ball” trading places with future race instructor Jorge Calado multiple times in that event and was racing regularly up to 2021. He concludes: “If you do fancy racing on a circuit, I would definitely recommend it – but

remember it can be dangerous, so I recommend you get some enhanced personal accident insurance to give peace of mind to your family.

“There are lots of different types of national racing out there, so go have a look and ask people in the paddock the pertinent questions you see on social media, particularly in terms of budget, because you will get real advice – an arrive and drive, for example, is expensive for a one-off, but it is a cheap way to avoid mis-investing in an event that is not for you.

“In the Autotest paddocks, we had the perception that we were actually competing all day, and thinking ‘that roundy-roundy stuff, all they do is get there, qualify, race for 15 minutes and they are done.’ In fact, that is not the case. A race meeting really gives you total immersion into the community for the entire weekend and it is just great fun!”

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John Wilson wheel-to-wheel racing in the Toyota MR2 with 750 Motor Club

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David Lawrence –
Hot Lap Challenge to Circuit Racing

Not all of those who end up competing on a national level do so after getting the bug in grassroots – for some, the Club scene is more a means to an end. That was the case with Lawrence, who started off joining Club Time Attack as part of a grand plan to ultimately find his way into circuit racing.

Having done a few track days, David Lawrence wanted to “see where my driving was” compared to others out there, but he did not feel confident to go straight in at the deep end into a national racing series. “Time Attack suited that really well,” he explains. “They do all the normal tracks, but it is like a high level of sprint racing.

“Last year, I felt myself improve as a driver. I felt I had built up my skill level to be able to compete at the higher end. I had also seen how much better some people had developed their cars and that made me push a bit further to try and find the maximum capabilities of myself and the car.”

After three years doing Time Attack, he decided to step up to national racing and found a foundation program that included a car and entry into the 750 Club Enduro Championship. That meant a transition similar to Rooke's move from Autocross to Rallycross, changing from 15-minute single-car sprints to multi-car battles, in this case lasting two hours at a time.



Time Attack was the launch pad for David Lawrence's racing

“When I said I was doing Club Enduro, people said ‘that's quite a big step up,’” he recalls. “It was important to have consistency and it was quite mentally and physically draining, so before the season started, I worked alongside Area Motorsport, testing the car, getting them to drive it, set it up, and got it exactly how it needed to be.

“I did a lot of seat time, testing, making slight adjustments, and when we actually started, we just kept coming first! There were small class sizes to start with, but Oulton Park had 12 cars on the grid. I thought that would be a really good challenge and benchmark to where we were and we came first in that too, so that was absolutely brilliant!”

So far, Lawrence has found good camaraderie in the series but admits the change in mindset has been a challenge – albeit one that results suggest he has been able to tackle head-on. “In the first round, I shared the car with another driver,” he adds. “I was fine in the car but when I got out after an hour, I was so dazed, I didn't have a clue what was happening!”

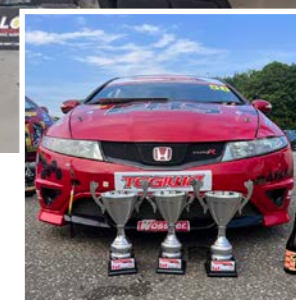
“It is intense racing and going from a Hot Lap Challenge to a race, you quickly have to learn how to defend. You can't leave yourself wide-open and you have to know your perimeters of your car. At the last race, I came up against a guy who came second last year and we were battling bumper-to-bumper for the whole 40 minutes until I had a mechanical failure.

“We managed to get the car back out after 20 minutes and I felt the race was lost at that point, but I came out right behind the same car with the second driver in. At the end of the race, he told me he had told the guy to battle with me because he enjoyed the race so much! It was absolutely phenomenal and he said it was the best race he has had in years!”

>>>>>



David Lawrence joined a foundation program that included a car and entry into the 750 Club Enduro Championship



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Pip Davey – Autocross to Rallycross

Having been introduced to Autocross by a friend in 2019, Pip Davey and her husband Nigel competed in a shared Fiesta ST and quickly got the motorsport bug – but when that same friend invited them to Lydden Hill to watch him compete in a Rallycross event, the appeal of stepping up to the next level quickly took hold.

The pair had joined North Devon MC and competed in the ASWMC events until Covid hit the brakes in 2020, but when things opened back up, they got straight back into it. Davey explains: “Nigel committed to Rallycross and got a Peugeot 205 and a Triumph TR7 V8, but I continued with Autocross and could set the car up to suit just me, rather than both of us.

“I was regularly in the Rallycross pits with Nigel, too, and the guys were saying, ‘why don’t you try it?’ He does the two-litre and above, but they said the Retro 1600s is a smaller class, with much more ‘gentleman’ racers. I was building my skills and getting more competitive in Autocross and the crowd at Rallycross were so supportive, so it just made sense.”



Davey competes in the Rallycross Retro 1600s class

Revolution - October 2023



Pip Davey started out in Autocross at North Devon MC, and still marshals at events there

Davey tried to make her Retro Rallycross debut at the end of last year, but it was not an easy ride. Having bought a Peugeot 205 shell, a lack of parts caused her to miss her first event then at Lydden Hill, at Easter this year, a misfire sent her home early. After a re-build, the car was ready for Pembrey, but a clutch failure on the tow car forced them to return home.

“We thought ‘is the universe against us and should we just give up’ but we found a solution, still went, and on Saturday morning things turned around. I was third in all three heats and second in the final. I was delighted and everyone was happy for me, but they were saying ‘you couldn’t go one better, could you?’ and the next day I did! It was a dream come true!”

So, what made the step up from Autocross so successful? “A great car, a bit of luck and the fact that racing on grass, stubble or dust in Autocross replicates exactly what you get on the dirt in Rallycross. It gets you used to rear-end movement, how you approach it with front wheel drive, and that gives me an edge over most of the other drivers that just do tarmac.”

➤➤➤➤



“The biggest challenge for me was seat time, but you have to get comfortable in the car because once you do it makes it so much easier to drive. I had massive nerves getting out on track, but once you’re driving, they go away. People are very helpful and they are keen to make sure you can enjoy it just as much as they do.”

Davey’s husband built both her cars and the Autocross one cost around £4,500, whereas the Rallycross was £16,000. Then there are added costs of parts, tyres, fuel and entry fees – but there are savings to be made.

“My tyres cost around £250 for each wheel, fuel is around £2.75 per litre, which everyone has to use, but other items like shocks are your choice – uprated shocks are £1,500 each, whereas in Autocross you can use Bilsteins at about £65-100. Things can add up, but it is your choice how to spend your money.

Jonathan Elsey



Jake Hewlett – Sim Racing to Circuit Racing

Instead of getting his first taste of motorsport at grassroots, Jake Hewlett developed his skills virtually, playing on consoles for as long as he can remember. Although passionate about all things automotive, he decided not to get into Autotests or similar because he loved the buzz of wheel-to-wheel racing. So, without the budget to do it for real, online was the answer.

It was only in 2016, however, that things became serious. “I always just used a controller but then I got a computer and a friend of mine introduced me to iRacing. He signed me up for a trial and I got hold of a cheap little wheel with two plastic pedals and that is when I could really apply what I knew.”

Fast-forward seven years and Hewlett is now a well-established member of a top Sim Racing team, winning

“You can also hire a buggy or a BMW Mini and race in either of those series, so you can try it without having the expense of building a car, just to see if you like the pits and the people. That would be a fantastic way to go forward if you are happy to enter those specific championships, but for me I just really wanted to do the Retros.”

Davey and her husband plan to do all seven Rallycross events next year, but that does not mean they have waved goodbye to North Devon MC. Although the Autocross car was sold, they still return to marshal on events and have not ruled out building another car to take part again alongside Rallycross in the future.

For anyone thinking of taking the plunge, Davey advises: “Seeing the atmosphere in the pits is what encouraged me to take that step. Unless you are already there with a friend or partner, marshalling is the next best way to meet the teams and be part of the event. Carry on at Club level, but do a bit of marshalling at a higher level and go from there.”



Sim racing got Jake Hewlett interested in motorsport

the Autosport Team of the Year in 2021 and 2022. It is a professional set-up with its own directors, a house, a warehouse and an ever-growing list of sponsors – and it was that success that helped support Hewlett’s desire to get on track for real.

“I started off doing a few track days but it felt very limited because I could never really push the car,” he says. “There were all sorts of different abilities and if you came into any corner fast, the stewards would just tell you to calm down. Then I did a Time Attack event and won, and that was it, I had proven myself, so I was going racing.

“I found a series where the budget seemed feasible and got a couple of sponsors onboard, which helped. I had a good Instagram following through Sim Racing and always tried to

contact and chat with companies that followed me. Doing that created relationships that secured three initial sponsors and a fourth halfway through the season.”

As a lifelong fan of Hondas and an experienced Tin Top racer in the Sim, Hewlett selected the 750 Motor Club Type R Trophy as his Championship of choice in 2022. He quickly found his experience of side-by-side racing online was enough to give him an immediate grasp of the race craft required at the national level.

That Sim experience also came in handy when it came to analysing data, and he adds: “I had built up a really good understanding of data on the Sim and that correlated well with the real thing. So, right from the start I was able to read my own data, see where I was going wrong from a driving perspective and work out where I can improve.

“It also helped me with car set-up. I knew that if I changed X, I would get Y, and we did a lot of analysis, measuring ambient and track temperatures, tyre pressures and so on, and building data as we went. My father is a mechanic, so he had all the tools for the job, and he did around 90 per cent of the mechanical set-up work.”



Jake Hewlett racing in the 750 Motor Club Type R Trophy

The one thing that did take some getting used to, however, was being sat in a real car on a grid full of other real cars. “The mental side was a big challenge for the first couple of events,” Hewlett explains. “Trying to calm the nerves, stay cool and learn everybody’s racing etiquette. If your heart rate is through the roof, you are not going to be smooth.”

Those early nerves were clearly gone by the end of the year, as he ended his first season of real-world racing winning the title in the final race. He has since had an outing in Britcar and is now hoping to mix online racing with more time behind the wheel of a real racing car – plus he has one more tip for people wanting to find a way onto the track with limited budget.

“Try to get a scholarship,” he advises. “There are various different series and teams that run scholarships every year, but you just have to be proactive to find out about them. I did some after winning the Trophy last year and the most expensive one I tried was about £650, but they can be as little as £350.

“They are a very cost-effective way to not only see how you stack up against other people in the UK, but also to get the chance of getting a funded drive, often for a full season. If I had I known about them sooner, I would have tried them before even getting to the point of racing because I definitely think that’s the best and easiest way.

“You can find them by following teams that are in a formula you are interested in or following Facebook groups to do with that formula. I also found out about them at the 750 Motor Club open day, where all the different formulae are on display, you can chat with the owners and even book drives.”

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Oliver Bearman is currently sixth in the F2 championship with four wins so far this season

British driver Oliver Bearman to make his Formula 1 debut

Oliver Bearman is set to make his debut on the Formula 1 World Championship stage, when the Ferrari Driver Academy student climbs into the cockpit of the Haas F1 Team's Ferrari-powered VF-23 for the first free practice session at the Mexico City Grand Prix at the end of this month. Bearman will also get behind the wheel at the final round of the season in Abu Dhabi.

Bearman was born in Chelmsford, England, and first tried karting at the age of eight in the Honda Cadet class. His talent quickly became clear and a year later he finished in the top five at the British Kart GP Kartmasters event and took fourth place in the Honda Cadet class of the national championships.

In the following two seasons, Bearman won the Kartmasters British Grand Prix and was runner-up in the Honda Cadet class. In 2019, in Valencia, he won the Junior X30 class of the World Cup and then also won IAME European and World Finals titles at Le Mans.

In 2020, he made his single-seater debut in the German and Italian Formula 4 championships, finishing the German championship in seventh place, and tenth in the Italian championship. In 2021, he won both the Italian and German titles with 17 wins. He also won a round of the GB3 series and was nominated for the Ferrari Driver Academy Scouting World Finals, securing his place in the Academy. In 2022, he

raced in Formula 3 with Prema, and this year is his rookie season with the team in Formula 2. He currently sits sixth overall in the championship with four victories, including a Sprint win in Azerbaijan and Feature Race wins in Baku, Spain, and Italy. Bearman currently has three pole positions and six podium finishes, and the Formula 2 season concludes in Abu Dhabi at the Yas Marina Circuit alongside the Formula 1 season finale.

"We're very happy to offer Oliver Bearman these outings in Mexico and Abu Dhabi," stated Guenther Steiner, Team Principal of MoneyGram Haas F1 Team. "He's had a stellar rookie season in Formula 2. We look forward to welcoming Oliver into the team and have him drive the VF-23."

"I am so happy to be joining MoneyGram Haas F1 Team driving in Mexico and Abu Dhabi," added Bearman. "Getting to Formula 1 has been my dream since I was go-karting so to be driving a car for the first time this year is really special."



Great British Racing Drivers: Book Launch

Motorsport UK is inviting members to an exclusive launch of Indira Flack's *Great British Racing Drivers* (GBRD) book on the evening of Friday 27th October.

Based at the governing body's Bicester Heritage headquarters, this is your chance to meet Indira herself and hear from stars of the book such as Le Mans and British Touring Car star Antony Reid, and 2023 Aston Martin Autosport BRDC Young Driver of the Year Award finalist, Joseph Loake, and others.

GBRD is a unique collection of portraits celebrating more than 100 of Britain's iconic and inspirational drivers, past, present, and future. The unique collection includes drivers representing karting, racing, rallycross, and rallying.

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2024 British Rally Championship includes Probite as title partner

The Motorsport UK British Rally Championship has unveiled a revamped calendar for 2024, plus a new headline partnership with Probite



As one of the fastest emerging performance brake manufacturers in the UK, the British brand blasted into the market in 2023 and became an Official Partner of the British Rally Championship (BRC) in March. Now Probite, which offers motorsport competitors, car enthusiasts and performance car owners a brand-new line of OEM upgrades for their vehicle, will become title sponsor of the UK's premier rally series in 2024, known as the Probite British Rally Championship.

This elevation to title sponsors of the series for 2024 coincides with the announcement of a brand-new calendar for the season ahead. In a bid to reduce costs at all levels of the championship, Britain's top-tier rallying series is set to feature six rounds, with seven points scoring opportunities, and will remain on the UK mainland.

In its 66th season, the BRC will focus on high-profile, longer, and more challenging rallies and will also feature two brand new events, as well as welcoming back many fan and driver favourites.

The new-look calendar offers crews a challenging, action-packed campaign with an equal split of asphalt and gravel rallies, encompassing some of the best stages in the UK, each with its own unique challenges.

The Legend Fires North West Stages is an exciting all-new addition to the series, providing the perfect curtain raiser for the 2024 BRC season. Another newcomer to the BRC is the Rallynuts Severn Valley Stages, which marks the first of two gravel trips to Wales. In May, the series sees a return to the Scottish Borders and the highly regarded Beatson's Building Supplies Jim Clark Rally.

After the summer break, the start of August sees the return of another Scottish favourite, the Voyonic Grampian Forest Rally. Arguably the flagship event in the UK, JDS Machinery Rali Ceredigion has won over the hearts and souls of rally fans, competitors, and locals during last year's event and returns to the BRC roster once again. Another excursion into Wales for the Visit Conwy Cambrian Rally has the popular Llandudno event hosting the championship finale in October.

Coupled with the fresh look roster and Probite sponsorship, the championship will also introduce a raft of new measures to assist in competitive costs, including the reduction of championship registration fees. Costs will be reduced by up to 66 per cent to enter the British Rally Championship, with the National categories being slashed by a staggering 86 per cent.

The structure of the BRC will still see BRC1 top-flight Rally2 cars and Rally3 cars fight it out for overall supremacy, with all other homologated classes catered for, including the Junior BRC in Rally4 and Rally5 machinery. The National Rally Title category also returns, offering the opportunity for non-homologated machinery to compete toe-to-toe with the BRC contenders, enjoy recce, and a host of further benefits associated with a top-line championship.

A revised media package will also be put into place in 2024, and the championship is delighted to be returning to the Autosport International Show in January with a large-scale display and official launch weekend.

PROBITE BRC BRITISH RALLY CHAMPIONSHIP 2024 CALENDAR			
1	LEGEND FIRES NORTH WEST STAGES	(ENG)	ASPHALT
			22 / 23 MARCH 2024
2	RALLYNUTS SEVERN VALLEY STAGES	(WAL)	GRAVEL
			13 APRIL 2024
3	BEATSON'S BUILDING SUPPLIES JIM CLARK RALLY	(SCO)	ASPHALT
			24 / 25 MAY 2024
4	VOYONIC GRAMPIAN FOREST RALLY	(SCO)	GRAVEL
			9 / 10 AUGUST 2024
5	JDS MACHINERY RALI CEREDIGION	(WAL)	ASPHALT
	TWO POINT SCORING ROUNDS		31 AUG / 1 SEPT 2024
6	VISIT CONWY CAMBRIAN RALLY	(WAL)	GRAVEL
			26 OCTOBER 2024

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Official powertrain supplier selected for Motorsport UK Electric Bambino karts

Motorsport UK is delighted to confirm MightE has been selected as the official electric powertrain supplier for the Motorsport UK Bambino Owner Driver Karting category, which will debut in 2024.

Motorsport UK is committed to environmental sustainability and adopting new technologies to support the sport. Earlier this year it launched the tender process for an Electric Bambino powertrain to sit within the Motorsport UK Bambino Kart Category. The Motorsport UK Electric Bambino class will see karters use an electrified

powertrain that will be similar in performance to the current petrol-engined Comer C50s.

The petrol engine will remain eligible for use at Bambino events nationwide during a transitional period from the 2024 season onwards – ensuring that the category, which caters for six-to-eight-year-olds, retains its famed wheel-to-wheel character.



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Celebrating British motorsport volunteers

Motorsport UK joined national motorsport federations (ASNs) around the world last month to celebrate the 2023 FIA Volunteers Weekend

FIA Volunteers Weekend celebrates and thanks the thousands of volunteers who contribute their time and effort to ensure the safety, fairness, and enjoyment of the sport for everyone involved. Throughout the weekend, the global motorsport community – from volunteers, marshals and officials to fans, drivers, clubs, and members of the media – all joined in the campaign to show their support and appreciation.

Revolution spoke to Nida Khalid and Brendan Murphy to learn more about their volunteering and the rewards it brings.

“I volunteer as a boxing official because I enjoy boxing,” says Khalid. “I also love cars, so I went on the Motorsport UK website and found so many opportunities to get more involved. I am a marshal, trainee scrutineer, and timekeeper. I also volunteer for the Motorsport UK Girls on Track initiative, as I think it is an amazing way to promote more diversity in the sport – www.motorsportuk.org/girls-on-track-uk. I was a Race Maker at the Silverstone Grand Prix too.”

“By volunteering in the sport, I can get more involved and meet people that share the same interests. I am also part of www.girlsacrossthegrid.com – which is a group of girls that all enjoy motorsports. I thought that if I want to see more female drivers, mechanics, team managers and so on, I should be part of the change.”



Nida Khalid enjoys the social side of volunteering at motorsport events



“My motorsport journey started,” reveals Murphy, “because my girlfriend’s (now my wife) dad, marshalled with the Vintage Sports-Car Club. So good strategy to get on friendly terms with him was to go and marshal too. A conversation with a colleague resulted in me joining him at Brands Hatch, and then spending weekends there getting variously hot,

cold, wet, and dusty. This expanded with trips to Snetterton, Donington Park and Oulton Park, plus some F1 excursions to Montreal, Indianapolis, Melbourne, and Austin.

“One Snetterton weekend, a fellow MGB-owning marshal asked me if I would like to join 750 Motor Club Rescue Unit. I did and ended up on the crew with them and MSV Rescue, which is a bit less exposed to the elements. About this time my MGB turned into a race MGB with BARC, so I could also see life on the other side.

“A cracked ankle led me to spend a summer as Event Steward for 750 Motor Club, and that developed into being a Clerk of the Course after completing the Motorsport UK training programme. The MGB was sold, and a BMW Compact acquired, which I still compete in.

“My volunteering now is a balancing act between Clerk of the Course and Rescue Unit weekends, where I still come and have fun with such a huge variety of people. At the same time hopefully making racing safe, fun, and inclusive for us all.



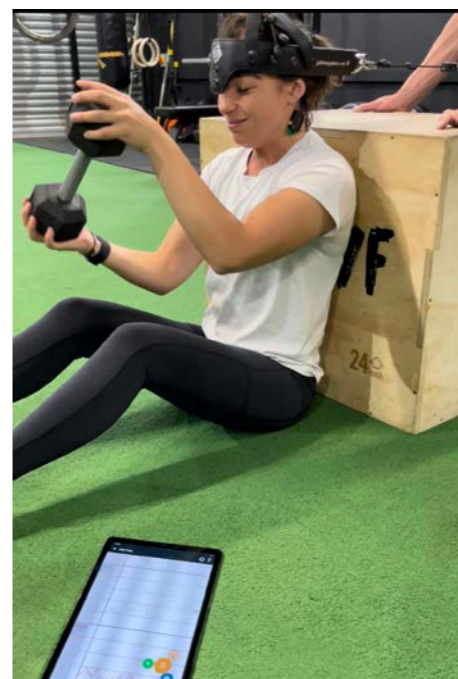
Brendan Murphy enjoys racing as a competitor, his official duties as a Clerk of the Course, and being part of a Rescue Unit crew

Hugh Chambers, Chief Executive Officer at Motorsport UK, added, “We are extremely proud to have the most amazing volunteer community in the UK. Volunteers are the foundation of motorsport and their contribution to the running of events is immeasurable. We celebrate the contribution from each and every one, from the behind-the-scenes Club Members to marshals and officials across all our sporting disciplines. Your diligence, resilience and loyalty are deeply appreciated and your passion for the sport is inspirational.”

To find out how you can volunteer in motorsport, click [HERE](#) for more information.

A QUESTION OF ANTHROPOMETRY

Supporting female racing drivers in motorsport with Biomechanics



A Biofeedback session with Motorsport Biomechanics



Jamie Chadwick collecting muscle activity data in 2018 in F3

Motorsport Biomechanics wants to highlight the work it is doing with female athletes in motorsport. Members of the Motorsport Biomechanics team currently work with elite female athletes like the England women’s national football team (the Lionesses), the British Olympic team, England netball and others. To enable female motorsport athletes to reach the pinnacle of motorsport, the training and performance support they receive is just as important as the support received by female athletes across other sports. Female drivers have different anthropometry to male drivers, which changes their biomechanics and their driving technique. These differences alter their training needs.

Research in other sports has proven that it is not appropriate to assume that training activities and programming designed for male athletes will be appropriate for female athletes. This is also the case in motorsports, highlighting the need for an individual approach; collecting data on the performance of your female athlete, and then using this data to inform their training and car set up.

Biomechanics is the analysis of movement and technique to improve performance in sport. When chasing marginal gains, engineers evaluate the mechanics of the car to go quicker; understanding the biomechanics of your body is just as important. Motorsport Biomechanics is the first to offer

biomechanical services to individually assess female drivers – to improve technique, training and reduce fatigue across all forms of motorsport while racing on the track. Motorsport Biomechanics is the first to offer cutting edge, biomechanical data that is scientifically validated.

Motorsport Biomechanics has worked with several female drivers to assess their muscle activity live on the track, and then observed how changes in driving position or technique can reduce the stress on the muscles, enabling them to go faster, or decreasing their fatigue. For example, during a recent testing session, muscle activity data from the neck muscles during a track test was assessed against the activity of the same muscles during the driver’s gym session. Using Motorsport Biomechanics live data feedback, the driver’s Strength and Conditioning coach was able to ensure the subsequent gym work matched the demands faced on track. This is an example of how Motorsport Biomechanics uses biofeedback to match track data with off-track training, to individualise training, and to optimise it to the driver strengths and weaknesses.

The future is bright for all female racing drivers and the Motorsport Biomechanics team of biomechanists are leading the way in developing the research and protocols to improve performance in motorsport.

For further information on services available from Motorsport Biomechanics, contact Michael Wakefield via michael@motorsportbiomechanics.com or call 07951 153 296

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2024 – NOW IS THE TIME TO PREPARE!

Get your finance sorted for next season

As the 2023 season draws to a close after what seems to have been a very fast and turbulent year, now is the time to reflect on the season's expenditure and what you may need for next year. The capital outlay for any team, can be and often is expensive and a juggle even for the best funded organisations. If you have a well-established business with a strong financial backing, you will no doubt be aware of how your capital can be easily absorbed, putting strain on your cashflow. Unexpected events such as serious car damage can obviously impact your projected budgets.

Motorsport at all levels is inherently expensive and any unforeseen circumstances can and often knock a team off course. Being well funded and well prepared is the key to ensuring a season with minimal disruption. At this time of year, your focus will be in finding a paying seat for 2024 which will generate the needed income to go racing. Before any contract is signed, this can be a drawn out and volatile

time as teams attempt to encourage the drivers who bring in the most money. To do this means you have to have an attractive and well set up team and modern facilities to support your drivers into podium positions.

As the supporting finance partner of Motorsport UK, Classic and Sports Finance has developed a diverse mixture of funding packages for all aspects of motorsport. From asset purchases large and small, to the realisation of capital from assets currently owned. You may not realise the value of your equipment, which could be currently unencumbered and used to raise that ever-valuable operating capital. From the purchase of cars to equipment at whatever level, Classic and Sports Finance offers an open discussion to learn how it can help your business.

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Electric showdown at Watergate Bay

The bold decision by Watergate Bay Sprint to include a new category of electric vehicles (EVs) was an important success, showing that EVs can be attractive and rapid additions in a traditional event, without detracting from the spectacle.

The EV field included two Teslas Model 3s, a BMW i4 and a Nissan Leaf, allowing scrutineers and recovery crews ample time to review their procedures without being overwhelmed by numbers. All electric car competitors had to produce a document called a Vehicle Passport, designed to provide crews with vital information they might need.

There was discussion about the complexity of the documentation, but Motorsport UK Technical Director, Ian Smith, was on hand to discuss all matters with competitors and freely admitted that designing the procedures for EV

entries was “still a work in progress”. However, he left no doubt that both he and chairman David Richards (who was also present at the meeting) were keen to encourage entries from electric cars, as many people now own and drive electric cars, encouraging entrants to compete in their ordinary road cars is part of Motorsport UK’s culture.

The EVs showed off their very impressive capability. The main competition was between the Tesla drivers, John Chambers and Joe Baguley, who have competed previously in sprints at Abingdon and Lydden Hill and have refined both their skills and their cars. Both were close to the top of the field, posting times in the 28-second bracket. Baguley won the EV class by a hair’s breadth with a time set on the dry Saturday; Chambers used his power and 4x4 traction to set Fastest Time of the Day on the damper Sunday. It was a terrific demonstration.

Steve Cropley, a motoring journalist from Autocar who had entered a 540bhp BMW i4 he had borrowed from the company’s road test fleet, spoke enthusiastically about the EV Sprint experience. “They’re really quick,” he said, “especially off the start and out of corners. But corner entry speeds can be a big issue. Your car is likely to weigh two tonnes – three times the weight of plenty of internal combustion engine-cars – so you’ve got to watch your braking, and get your entry speed right. Getting these big EVs turning is quite a job, but it’s also a huge part of the fun. I loved Watergate. I’m going back next year if they’ll have me.”



The heavier EVs can be a challenge in the corners

Fuel of the future, preserving the past

Winners of the Motorsport UK Sustainable Club of The Year Award in 2023, the Vintage Sports-Car Club (VSCC) recently offered competitors in the Prescott Long Course event free use of Coryton’s Classic Super 80, which has only a minimal fossil-sourced component, showcasing its potential as a game-changer for vintage motoring. Unlike traditional fossil fuels, synthetic fuels do not require engine modification and can seamlessly blend with conventional fuels. Synthetic fuels have the potential to significantly reduce greenhouse gas emissions from millions of internal combustion engine vehicles still in use worldwide. Vintage motoring, with its minimal carbon footprint and the ability to rebuild cars by hand, represents an ideal platform to promote these sustainable fuel technologies.

Meanwhile, the Fordwater Trophy at the 2023 Goodwood Revival, is understood to be the first historic race run entirely on sustainable fuel. Thirty pre-1966 Porsche 911s raced around the Goodwood circuit on Saturday 9th September, following a practice session on Friday. To take part, competitors

needed to comply with the FIA’s advanced sustainable fuel requirements and use a fuel which has a minimum of 70 per cent advanced sustainable components. The race featured Jenson Button, Tom Kristensen, Mark Webber, and Goodwood’s Lord March driving car number 44. After an exciting race Andrew Jordan and Matthew Holme took the win.



The Fordwater Trophy at the 2023 Goodwood Revival

Jordan Butters / Goodwood

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Electric Rally revolution

A quiet revolution began in the Scottish Borders earlier this year, when a fleet of EVs took to the hills in the UK's first all-electric Road Rally

Electric cars are much more prevalent on the roads, and now the opportunity to use EVs in events has the potential to open up the sport to a new audience.

Electric motorsport is not new. Electric vehicles originally emerged alongside their early internal combustion counterparts, but were phased out as petrol engines dominated development. Examples of these pre-1905 cars can be seen on the London to Brighton Veteran Car Run. The organisers of the Monte Carlo Rally have been running an electric equivalent in different guises, since 1995, while the FIA launched the 'Alternative Energies Cup' (AEC) in 2007. It is only now, though, that the technology has become accessible enough for it to start becoming mainstream.

Last year, the AEC was re-invented as the FIA ecoRally Cup, a new international Regularity Rally championship devoted to normal road-going electric vehicles – and a showcase round at a recent FIA conference was won by Motorsport UK's Chairman David Richards and CEO Hugh Chambers. This season, there are seven rounds including the flagship E-Rallye Monte-Carlo and events in Spain, the Czech Republic, Portugal, Slovenia, and Italy.

Now, thanks in part to Le Mans legend, former F1 driver and all-round Scottish motorsport hero Allan McNish, Scotland is aiming to join that list in two years' time. A trial, run in June, was a great success and plans are now underway for an FIA 'candidate' non-championship observation event next year, with the view to securing its place on the calendar in 2025.



Rally supporters on display

Organiser Steve Burns, the Competitions Director for the Scottish Motor Racing Club, explains: "Allan is an honorary member and global ambassador for Scottish motorsport, and he works closely with the FIA's New Energies Commission. He and our club president Hugh McCaig came up with the idea of doing an ecoRally, because there are none in the UK and the format suits a tour in Scotland."



Revolution - October 2023

This year's event was deliberately small scale – only six cars entered and it ran over just a single day. The organising Club is more familiar with running circuit events but thanks to a familiar host venue and assistance from the Borders Vintage Automobile Club, they were able to deliver a stunning 100-mile route around some of southern Scotland's prettiest locations.

Next year will be more of the same, but super-sized, with two days of running and an 'international' permit. It will run to the FIA ecoRally Cup rules, which follow the traditional Regulatory Rally points system but also include points for efficient driving, with the amount of energy used measured by a special FIA box and counted towards the overall scores.

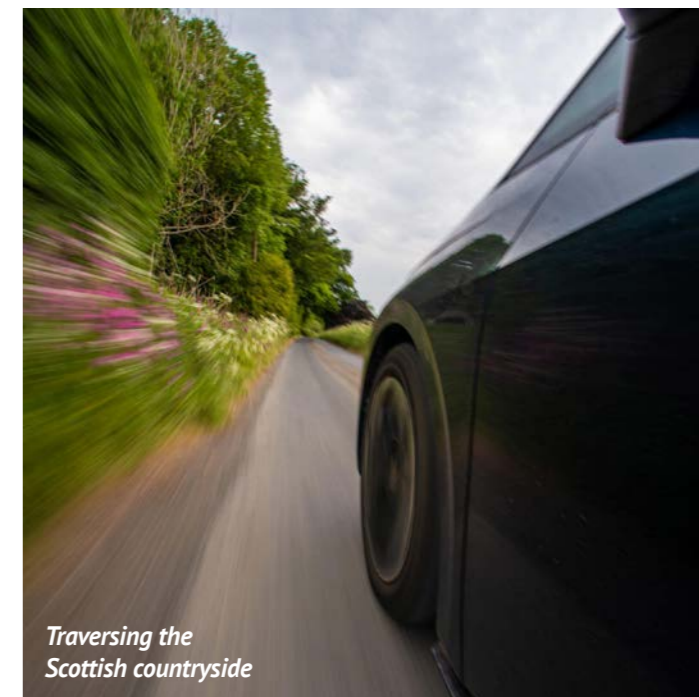
Scaling the event, however, brings added challenges. Burns explains: "When it comes to doing a Regulatory Rally for purely electric cars, you have to factor in recharging sites along the way because you have to ensure they can complete the distance. So, the ecoRally concept is based around a two-day event with an overnight recharging parc fermé."

"That means you have to get a big enough charging network to charge all the cars. In Monte Carlo, they use a big underground carpark with charging points. You can do it in shifts too, but the big challenge is finding venues that can cater for that number of cars."

Currently, the fields in the ecoRally Cup scale between 20 and 30, sometimes even higher. Of those, around 8-10 travel around Europe to compete in all events and the rest is made



Winners – Alasdair Burgess and navigator Craig Parry with their trophies



up of local competitors. There are around 840,000 fully electric cars on UK roads, as of the end of July 2023, and that potential entry pool is growing at significant rate.

So, is this the future? Well, sort of. This new all-electric form of Road Rallying is not aiming to replace existing competitions. Burns explains: "A lot of established motorsport participants are still more interested in using internal combustion engine cars, but I think the opportunity here is to get a new audience, new people into motorsport."

"When we did the event in June, the field was made up mainly of people who had not done motorsport before. It was promoted more as a driving tour for people to come and enjoy a nice couple of days in their electric car with like-minded people, but one that happens to have a competitive element to it, to give it a bit more interest."

"So, I see it as bringing new people into the sport and that fits in well with the Streetcar program too. Ultimately, the FIA is responsible for all matters automotive and, of course, there is a huge global drive towards fully EV cars. Motorsport has always been seen as a way of developing new technologies, so it all makes sense."

"It is logical that the FIA have got involved with electric propulsion, from the top-end in Formula E to this, which is designed for completely road legal cars. For us, this is a three-year project and if all goes well, in 2025, we will hopefully run a championship round. That will be exciting to see, and from there who knows what the future holds."



For further details on the Scottish Motor Racing Club and to participate in the 2024 FIA ecoRally Cup event, contact the Club at info@smrc.co.uk

Revolution - October 2023

MOTORSPORT UK MEMBER BENEFITS

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

Discounts are intended to:

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

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

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British Motorsport Trust grant helps Hunts Kart Racing Club with essential safety upgrades

Hunts Kart Racing Club – also known as Kimbolton – is a fast, flowing circuit known for hosting rounds of the Motorsport UK Wera Tools British Kart Championships.

However, due to strict planning regulations meaning only one race event can be held each month, budgeting for large-scale projects can be difficult. When a recent upgrade project was proposed to the tyre walls at the exit of Kimbolton's first corner, the £48,000 required for the essential safety improvements was out of reach. Yet, thanks to the invaluable support of the British Motorsport Trust and the Safety Development Fund, the project became reality.

"As part of our continuous improvement plan at Hunts Kart Racing Club, we identified a number of projects which we wanted to complete to improve our circuit facilities as well as making safety enhancements for both our competitors and loyal volunteers," said Jamie Roe, Club Secretary at Hunts Kart Racing Club.

"One of the areas we identified was the tyre walls surrounding the outside of turn one. They had become difficult to maintain and were not offering the same level of protection they once did. We made the decision to replace them with high-impact safety barriers and we selected the best product for the job."

The improvements were a costly project and that's where the British Motorsport Trust grant helped the Cambridgeshire venue, and the works were successfully carried out.

"These barriers maintain their integrity during incidents which means, as well as offering enhanced safety for competitors, we don't have to send marshals trackside to repair tyre walls and put them at risk," Roe added.

"Without the assistance of the British Motorsport Trust this project would have been out of reach for the club."

"The process of applying and receiving the grant was extremely easy and the assistance from Allan Dean-Lewis [General Secretary of the BMT] was exceptional," adds Roe. "Allan assisted with starting the process and helped with advice in the early stages to ensure our application met the brief for funding."

For more information on the grants and how to apply, please click [HERE](#).



Kimbolton kart circuit has received a grant from the British Motorsport Trust to help with safety improvements



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Motorsport has the power to inspire thousands across the UK with high-speed and high-performance thrills, each and every week. There is also an inherent risk associated with this kind of action.

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Clubbing together to fund the nation's critical Air Ambulances

Motor clubs throughout the country boast a marvellous record of raising significant funds for very good local and national causes. As one of many, many worthy examples the Bath Motor Club has generated around £4,500 for Great Western Air Ambulance Charity over the past eight years via a popular Classic Tour it has been running.

"The donations come from the entrants as part of the entry fee and also any profit the club makes on this particular event," explained Martin Moore, the club's competition secretary. "Fortunately, we have not needed an Air Ambulance yet on our events, but they are regularly active in this area, and rarely does a day go by when I do not see the helicopter in the sky over where I live."

Great Western Air Ambulance Charity (GWAAC) – which provides a critical care and air ambulance service for 2.1 million people across Bath and North East Somerset, Bristol, South Gloucestershire, Gloucestershire, North Somerset, and parts of Wiltshire – is one of 21 Air Ambulance charities covering the United Kingdom. Each is an independent charity that raises its own funds as they receive no funding from the NHS or central government.

This, of course, presents huge fund-raising challenges but does mean each charity can tailor their offering to the specific needs of the area they serve – GWAAC, for example, operates one helicopter and three critical care cars; all four carrying the essential medical equipment required to deliver pre-hospital critical care as well as a Critical Care Doctor and a Specialist Paramedic in Critical Care.

Contrary to what many think, the primary objective of the air ambulance is not to transfer patients to hospital (typically only about five per cent of the patients attended are transferred by helicopter) nor to access patients in hard-to-reach areas. The primary aim is to take the skills and equipment of a hospital emergency department directly to wherever the patient is, whether that be a motorway, place of work or someone's home, so critical care can be delivered as quickly as possible.

Whether the helicopter or a car is dispatched will depend on weather conditions, time of day, if the helicopter is already attending another incident and how best to get to the incident location the fastest – sometimes that is by road. Typically, a vehicle will be dispatched within four minutes of it being requested by the emergency call centre and

normally they aim to arrive on location within 20 minutes. This means life-saving care can be provided quickly in situations where every minute counts.

Having a doctor in the crew means emergency procedures can be performed that paramedics alone may not be able to do, including sedation, intubation, and surgical procedures such as tracheostomies, emergency caesareans and even amputations and open-heart surgery, if required.

Once a patient is stable, the GWAAC crew will determine which hospital is best suited to the patient's needs – it is not necessarily the closest – and ensure they are transported there, usually via land ambulance where it is easier to deliver ongoing critical care if needed, although a member of the GWAAC team may accompany the patient all the way to hospital.

Every one of these often life-saving missions costs approximately £2,000, covering the running costs of the helicopter or car, crew, specialist equipment and drugs. Hence the urgent need for generous donations such as those raised by so many Motorsport UK registered Motor Clubs up and down the country.



Bath Motor Club makes a donation to the Great Western Air Ambulance Charity

To learn more about the Air Ambulance services nationally, see www.airambulancesuk.org/about-us



See Guenther Steiner at Autosport International

Motorsport UK members get £15 off tickets with code **ASI2024MotorsportUK** when booking at www.autosportinternational.com*

Show organisers have announced the presence of Guenther Steiner, Team Principal of F1 Team Haas for Autosport International 2024. Steiner will be opening the event to the wider public on Saturday 13th January, and appearing on the main Motorsport Stage for a special interview and Q&A session.

The news comes as part of a big refocus on all things motorsport for 2024, with an emphasis on competitive racing series and championships, from the grass roots and karting, right up to the elite competition of Formula 1. As a part of this fresh new approach to the show, with new branding and logo, visitors can look forward to a new Live Stage, as well as star cars and drivers, and many more new and exciting motorsport attractions.

Autosport International is known as 'the meeting place for motorsport', and you are invited to join like-minded

industry professionals and motorsport enthusiasts to see an unmissable combination of cars, stars, and live action. Autosport International is made up of four great shows under one roof, with dedicated halls for Motorsport, Engineering, Performance and Tuning, and the famous Live Action Arena.

In Halls 3 and 3A you will find major exhibitors from all sectors of motorsport including trade, technology, national motor sport and racing sims. Plus look out for Car Clubs, manufacturer displays, and an exciting range of motorsport merchandise.

And of course, everyone here at Motorsport UK will be looking forward to meeting you at their show stand in Hall 3, where you will be able to renew your licence for 2024, meet British champions, and learn more about starting or progressing your own journey into motorsport. We look forward to seeing you in January.

**Numbers are limited so please book early. Proof of Motorsport UK licence is required on entry.*

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Driving safer cultures

Motorsport UK has a commitment to make motorsport safe, fair, and fun for all, not only on track, but throughout the wider racing community.

The Motorsport UK safeguarding team's role is crucial in this regard. Tasked with protecting children and adults from harm, the team ensures the relevant people are aware of potential risks and ready to protect against them. Training is a big part of raising awareness.

"Driving Safer Cultures" is Motorsport UK's new course to support team managers, instructors, mechanics, and other staff members to better understand their role in safeguarding children and adults at risk in motorsport. This three-hour, in-person course is designed to help better recognise, respond, and report concerns involving children and adults.

This course is open to all team managers, mechanics, personnel, and instructors who work with children under the age of 18 or adults at risk.

The one-day workshop will take place at the Motorsport UK offices in Bicester on Thursday 30th November 2023, from 1-4pm, and further dates will be announced on the Motorsport UK website in due course. You can sign up for course [HERE](#):

If you have any questions about the course, please email safeguarding@motorsportuk.org



James Roberts

Driven By Racing

Motorsport UK is pleased to support the British Racing and Sports Car Club's inaugural Driven by Racing exhibition at Silverstone Circuit on 18th-19th November.

This new event offers opportunities for interested parties to learn about how to get involved in motorsport in ways other than getting behind the wheel. The BRSCC is looking for the next generation of rescue unit personnel, race officials, scrutineers, marshals, coordinators, event staff and more, with all roles professionally demonstrated across the two-day event.

Visitors can meet volunteers from across the sport and gain an insight into what they do, how they work, and what it takes to become one.



Get your free ticket at: <https://brscc.co.uk/events/driven-by-racing-weekend>



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Radical Motorsport championship launched

Motorsport UK and Radical Motorsport are offering iRacing users the chance to race in an officially licensed Radical Motorsport championship. This four-round championship for individual drivers takes on the UK's most iconic circuits and consists of a one-hour race at each round with a mandatory pitstop. At the end of the season, each class winner will receive two hospitality tickets to a Radical UK Cup round of their choice in 2024. All drivers will drive the same famous Radical SR10 Car.

- Round 1 – Donington Park – 27th October
- Round 2 – Snetterton – 10th November
- Round 3 – Brands Hatch GP – 24th November
- Round 4 – Silverstone – 1st December



Races will be held on Friday evenings, with Practice from 6pm (GMT). Qualifying begins at 7:45pm (Lone Qualifying, 2 Laps, 10 Minutes), and the race starts at 8pm.

To make the championship as fair as possible, the championship is separated into three classes – Am, Pro/Am and Pro, these will be split by iRating. The Pro-class is for iRacers with an iRating above 3,500; Pro-Am is for those lying between 2,000 and 3,500; while the Am-class is for those with an iRating of 2,000 and under.

The championship utilises dedicated stewards across all rounds and races. They will watch all races, but all incidents will be reviewed post-race. All races will be broadcast LIVE by RaceSpot TV and will be available on Motorsport UK TV.

For full details and information please go to the SimGrid Event page – www.thesimgrid.com/championships/2997

FINAL CHAMPIONSHIP STANDINGS

GT3

- 1st – Kimura Racing #716 – 159 points
- 2nd – Kimura Racing #52 – 148 points
- 3rd – Team Loose x Spurwing – 128 points
- 4th – 11 Tenths Racing Team – 114 points
- 5th – 89 Motorsports – 96 points

GT4

- 1st – Muriello Racing – 165 points
- 2nd – TSRC #99 – 147 points
- 3rd – Semper Racing – 119 points
- 4th – Dapper Customs Pineapple Racing Club – 118 points
- 5th – Team Heaped Together – 93 points

Kimura Racing has taken first and second place in the GT3 class of the Motorsport UK Esports GT Challenge, taking three wins, three fastest laps and six podiums over the 3-race championship. In GT4, Muriello Racing made it a clean sweep with three wins from three starts.

British F4 Esports Championship



The British F4 Esports Championship returned for 2023 and it's bigger than ever, with a grid stacked with real-world and virtual talent. The defending champion, Stormforce Racing ART's Luke McKeown was arguably the favourite heading into Round 1, but a high rate of attrition throughout the field took out several fancied drivers, with the likes of Race 1 pole position winner Josh Lad also enduring a pointless first round.

Instead, two newcomers to the series took top honours, with JHR by 29 eSports' Gordie Mutch and Remy Gilbert of Guild Esports sharing the honours. FreeM UK's Josh Poulain notched up two podium finishes and led the standings after Round 1.

Stormforce Racing ART's Peter Berryman dominated the second round Donington Park, taking the championship lead from FreeM UK's Josh Poulain. Berryman led from pole, with Josh Lad and Luke McKeown finishing second and third.



UK FF1600 Esports Cup

The UK FF1600 Esports Cup is a new support category for the British F4 Esports Championship, where 26 qualifiers go head-to-head using iRacing's Ray FF1600 car. In Race 1, pole-sitter Henry Moore took victory by just 0.012s from Siro Zambra.

A duel between Adam Tomkins and Henry Moore went all the way to the last corner in Round 2, at Donington. Tomkins led on the final lap but pushed too hard, allowing Moore to pass for the win. In Race 2 Moore took his third win from four races solidifying his status as championship favourite.

Porsche Esports Sprint Challenge



The first round of the 2023 Porsche Esports Sprint Challenge GB took place this month.

GT3 Pole-sitter Will Eatwell won Race 1 ahead of Seb Hawkins, and took the win in race 2, with Jack Southfield in second place. In GT4, Sophia Ridpath grabbed pole, and the win for both Race 1 and Race 2.

Round 2 will be held on the 22nd October, featuring the Donington Park Grand Prix circuit. All drivers must hold a paid Motorsport UK Esports Membership – for more information and to sign up click [HERE](#)



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NATIONAL COURT

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

Sitting 13th September

Case No. J2023/21

Steve Stringwell (Chair), Dennis Carter, David Scott

Mr Champkin appeared for Motorsport UK.

Ms Franklin appeared for 'Y' (unnamed minor).

Judgement

1. The National Court convened to hear a disciplinary hearing brought by Motorsport UK against Y.
2. The background to the case is that Y was taking part in the BRSCC Fiesta Junior Championship 2023. During the Event at Knockhill circuit on 23rd July, Y was convicted of breaching General Regulation C.1.1.5 (driving in a manner incompatible with general safety and / or departed from the standard of a reasonably competent driver).
3. Further to the decision made at the Event, the National Court is asked to consider whether Y was in breach of General Regulation A.10.1.4 in failing to maintain the highest standards of driving behaviour.
4. In addition, to the first matter from the Knockhill event, the National Court was also asked to consider alleged breaches by Y of General Regulations A.2.2.1.3 and A.10.1.4 in failing to maintain the highest standards of driving behaviour following a contact with another competitor that caused an accident at a non-ASN Permitted test day at Croft on 5th May 2023.
5. The National Court received significant written submissions in advance of the hearing, heard submissions from Jamie Champkin, Motorsport UK Disciplinary Officer & Regulatory Counsel; Sarah Franklin, legal counsel representing Y; Jamie Going, Team Manager of Jam Sport as the Entrant at Knockhill, and as an ARDS driver coach, Jo-Ann Airikkaka relating to the incident at Croft.
6. The National Court also viewed live YouTube footage from Knockhill and the relevant on-board footage from the Knockhill event from Car 33, Car 43, and Car 51 in respect of the incident at Croft.

7. Y was also in attendance, accompanied and supported by his father. Vickie Lewis Motorsport UK's Safeguarding Officer was also in attendance.
8. The National Court viewed video footage and heard the oral submissions, in particular those made by Sarah Franklin and Jamie Going, who provided his opinion to the National Court as an ARDS A driver coach on multiple sections and incidents within the race at Knockhill involving Y and other drivers.
9. Having considered all of the submissions, the National Court finds that:
 - A. Y's driving standards at the Events at Knockhill and Croft fell short of the standards required by Motorsport UK. In reaching its decision, the Court paid particular attention to the video footage, and the submissions of Mr Going.
 - B. It is the view of this panel that Y is a talented driver who has demonstrated his ability in racing.
 - C. Taking into consideration Y's driving standard as a whole, notwithstanding the defence and justification of the "racing" by Mr Going, the National Court finds that Y was in breach of General Regulation A10.1.4 at the both the event at Knockhill and Croft.
 - D. The National Court does not consider that a further additional penalty, effective immediately, is required.
 - E. However, if there is any form of serious driving standards by Y referred to Motorsport UK during the next 12 months (as of today's date), the matter may then be referred back to the National Court to consider such further action as may it deem necessary.

Steve Stringwell, Chairman
13th September 2023

Sitting 13th September
Case No. J2023/22
Steve Stringwell (Chair), Dennis Carter, David Scott

Mr Champkin appeared for Motorsport UK.
 Mr Graham Mackay appeared in person.

Judgement

1. The National Court convened to hear a disciplinary hearing brought by Motorsport UK against Graham Mackay.
2. The background to the case is that at the Ultimate Karting Championship event on 13th August 2023, Mr Mackay displayed aggressive behaviour towards Officials and Competitors.
3. Although the Event was not a UK Permitted Event, the relevant General Regulations that apply in this instance are GR A.2.2.1.3 and an alleged breach by Mr MacKay of GR H.6.
4. Under GR A.2.2.1.4 Mr MacKay's Licence was suspended with effect from 29th August 2023 until at least the conclusion of the National Court proceedings.
5. GR H.6 states:
"A competition licence holder who does anything to bring motor sport into disrepute or commits an act prejudicial to the interest of motor sport generally may face disciplinary action (C.1.1.4 and H3.1.2). A Licence so suspended shall be surrendered to Motorsport UK forthwith on demand (A.2.2.1.1 – 2.2.1.4)."

6. Mr MacKay was in attendance and accepted he was in breach of H.6.
7. The Court has considered written submissions about the incident from Paul Phelan, Sona Javid and James Tunnicliffe of UKC, Elliot Cunningham, Guy Cunningham, Mark Duffell, Graham MacKay, Aran MacKay all of whom were involved in the incident in one way or the other, as well as character references on Mr MacKay by Richard Tyler (Chairman of East of Scotland Kart Club), and Richard Seabrook.
8. Having considered the written submissions and the oral submission following Mr MacKay's acceptance of breach H.6 the National Court orders that:
 - A. Mr MacKay pays:
 - i. £100 fine; and
 - ii. £100 as a contribution to the costs of the hearing
 - B. The suspension of Mr MacKay's licence is removed, and his licence returned.

Steve Stringwell, Chairman
13th September 2023

Sitting 13th September
Case No. J2023/23
Steve Stringwell (Chair), Dennis Carter, David Scott

Mr Champkin appeared for Motorsport UK.
 'X' (unnamed minor) appeared in person with the Entrant, Mr Gary Bonnor.

Judgement

1. The National Court convened as a disciplinary hearing as a result of X accruing 14 penalty points in the twelve-month period commencing 1 January 2023 and therefore automatically referred to the National Court pursuant to General Regulation C2.1.8 (as amended) for further penalty.
2. X was in attendance, accompanied by Mr Bonnor the team manager at Rodin Carlin Motorsport.
3. The National Court reviewed the five separate decisions by the relevant Clerks of the Course that accrued the 14 points on X's licence as well as on board footage relating to each decision.
4. Having heard oral submissions from both X and Mr Bonnor the National Court orders:
 - A. X be banned from participating in the first race at the next meeting of the ROKiT F4 British Championships (certified by the FIA) to be held at Brands Hatch on 6th October 2023;
 - B. The five-place grid penalty received from the Clerk of the Course at the Event held at Donington on 27th August 2023 be served on the second race at the Brands Hatch Event on 6th October 2023; and
 - C. X pays £250 as a contribution to the costs of the hearing.

Steve Stringwell, Chairman
13th September 2023



Image: Mathieu Bonnevie



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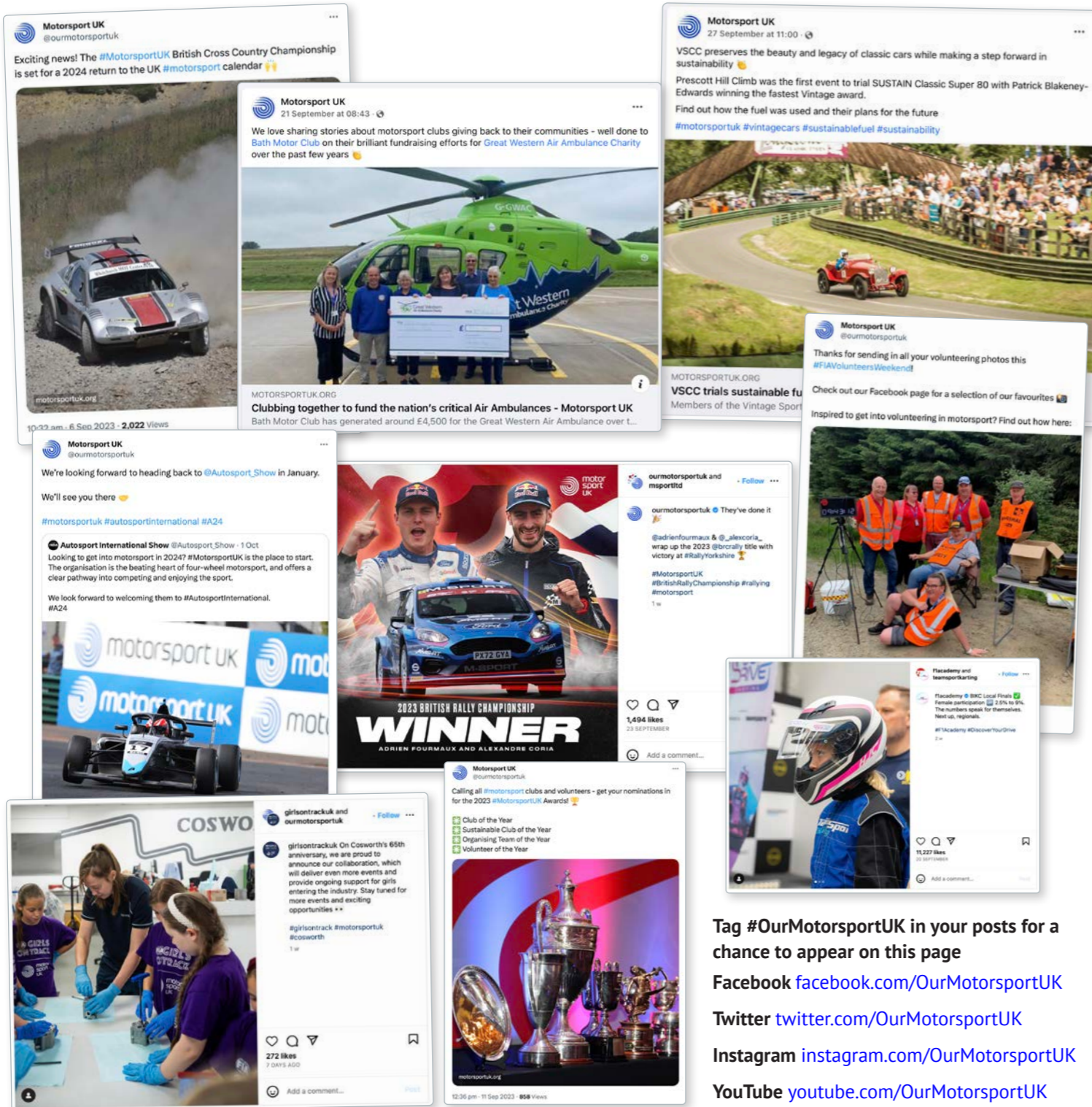
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MOTORSPORT UK ON YOUTUBE: Get started in Rallycross today

Cross Country Trials

Cross Country is an off-road discipline encompassing 15 different event types from Gymkhanas to Hill Rallies, there truly is something for everyone. Here we explore the world of Cross Country Trialling, explaining the differences

Cross Country Trials is the best place to start out – there are higher level formats that are not so suitable for beginners. Trials feature courses, called sections, marked out by a series of gates and the further you get through each section without stopping or hitting the gate, the lower the penalty. This is what you need to get started.

Car and equipment

To take part in a novice or an entry-level event like a TYRO Trial, all you need is an SUV on a set of road tyres. If you want to give Road-Tax Vehicle (RTV) Trials a go, a 4x4 with a low-ratio gearbox is generally considered essential. For CCV or Modified Trials, you will typically need a specialist vehicle.

If you are taking part in TYRO and RTV Trials, you can usually drive your car to and from events, but for the more specialised CCV or Modified Trials the vehicles are typically trailered.

To participate, you will need a Motorsport UK Competition Licence and Club membership, a decent non-stretch tow rope – plus a packed lunch and something to drink.

A CCV / Modified Trial

Unless you encounter any issues on an event, the only real costs to consider are the entry fee – which is typically between £30 and £40 – and the cost of the fuel you use throughout the day or weekend.

There are a lot of local clubs all around the country, so unless you live in a very remote area you should be able to travel to and from a trial in a day. Some clubs arrange weekend events with basic camping on site which also adds to the social atmosphere. Many clubs have embraced online entries, often at a reduced rate, but still allow for on-site entries on the day.

Top Tips

- Be prepared – both you and your vehicle
- Walk each section, look at the ground and space for manoeuvres
- Always exit a section calmly, whatever your score
- Be polite to the marshals
- Be ready to start when it's your turn



A Landrover Defender 100 tackles an RTV Trial



TYRO Trials are suitable for regular SUV and 4x4 road vehicles like this Freelander

Skills required

The key to success is having the ability to read the ground and not to necessarily follow everyone else. Having the sense of feeling what your vehicle is telling you about traction and grip is vital.

There are various approved Cross Country or Off-Road Driving schools that will explain the driving essentials as well as your vehicle's particular characteristics. Alternatively, you could attend a trial, observe the process, and engage with Club members who will help you find your feet. If you are even more confident, then you can just enter and have a go.

Improving and progressing can be made by observing fellow competitors and gaining experience. Progress is a relative process – some drivers will seek ever more challenging Trials sections, but as the sections become more demanding the investment, preparation and costs increase. For example, while you can compete at a TYRO Trial level with standard equipment, additional preparation – such as strengthened recovery points and Mud Terrain tyres – will be necessary for RTV Trials and CCV or Modified Trials will require Roll-Over Protection and many further modifications to cope with the severity of the sections.

The competition

The events typically involve around eight different Trials sections in a day, each of which is defined by a series of gates numbered in descending order starting at 12 or 10. How far you get through each section without hitting the

gates or stopping is scored according to the furthest gate successfully negotiated.

The competition is tough. Although TYRO Trials use less challenging – and potentially less damaging – terrain, they place emphasis on spatial awareness. RTV trails introduce more challenging terrain and CCV or Modified Trials more challenging still. If you are a beginner looking to break the ice, attend a local trial and talk to club members. In trials, you win by scoring the least points! The aim is to complete each section without stopping or touching the gates. If you get all the way through, it is called a 'clear' and scores 'zero'. The winner will usually get a trophy.

Cross Country Trialling is a Club sport and there are few Interclub events. The different 'levels' are, effectively, the different forms of Trial events.

Cross Country Trialling is a unique form of motorsport, but it can lead onto bigger things – all the way up to international events like the Dakar Rally. In terms of UK-based competition, it is a good grounding for those seeking to compete in faster, timed, events such as Competitive Safaris and Hill Rallies.

Clubs often run their own championships or leagues for RTV and CCV or Modified Trials, but TYRO Trials are typically run on an event-by-event basis to avoid placing unnecessary pressure on novices, especially those who do not hold a full Road Traffic Act (driving) licence. 🌀



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Lessons Learned... with Wallace Menzies

Four-times British Hill Climb Champion **Wallace Menzies** began competing in 1999, in the Scottish Sprint Championship driving a Subaru Impreza, then on the British Championship scene in a Westfield, often competing in the same class as his wife-to-be, Nicola. His first single-seater came from DJ Race Cars, with whom he spent a happy and successful eight years before switching to Gould in 2015. He won his first British crown in 2019, doubled up in 2021 and has not been beaten to the title since. Here are some of the lessons he has learned along the way.

1 Don't waste money over-developing a car – Kames, 2001

I was driving a Westfield with a Ford Crossflow engine against a field that included my future wife and her father in far superior machinery and was being well and truly beaten. Throughout the season, I spent too much money trying to get more performance but only by the end did I realise it would have been cheaper to sell it, take the money and build my own car – which is ultimately what I did with a Westfield Hayabusa, going on to win the Scottish Sprint Championship twice in it.



Menzies at the wheel of the Westfield Hayabusa

2 Get the best car and make it work for you – Doune, 2014

I had two big offs in 2014, first at Shelsley Walsh, requiring medical attention, and then at Doune. I sustained some pretty heavy damage to the car and after the second one, I was sitting there in the trees with smoke coming up from between my legs and I just wanted to get out of there. It made me reassess what I wanted to do.

Soon after, I read an article similar to this one. One of the pieces of advice was to look at the car that is winning and get it, because there's a reason that car's winning. Although I had been having a great time with DJ, with various outright wins, we were never close to a championship so I decided to take that advice.

I went to see David Gould, who produced the Gould chassis that was on top at the time, and told him I wanted to get a Gould GR59M and put my XD engine in the back. He said he could do it, but as it was no longer their core business it would take a couple of years, so he suggested I buy Martin Groves Gould car in the meantime and get used to driving it, which I did in 2015 for the next two seasons, initially sharing it with Tom New.

True to his word, the car was ready for the start of 2017, but we could not get it handling to suit my style of driving and we struggled for two seasons. We worked really, really hard as a team, but whatever we did we just could not get it working. Eventually, in 2019, we did manage to get things right – but it just showed that doing something new often means you've got a hell of a work to do.



Menzies drove the Gould GR55 for two seasons



3 If you trust in someone, let them lead – Gubbio, Italy, 2018

At the end of the second season with the GR59M, we went to the FIA Hillclimb Masters event and the weekend summed up the entire season. We had done two runs up the hill and I came down and said, 'I can't go any faster' but the boys were saying 'yeah, you can.' There was a lot of swearing, and I knew I could drive around some of the problems, but not all of them.



Menzies and Walton discuss setup changes at Harewood, 2023

Once we all calmed down, we got through the weekend, but I went home gutted having had two years of a brand-new car and all the blood, sweat, and tears we'd put into it, to end up pretty much last. I also had to cope with my wife getting on the plane alongside me, holding the European Ladies trophy! It was either end of the spectrum!

It was when I was sitting in the truck after those two runs that I had a defining moment that triggered a change in my approach. I'd been listening to too many people and trying to keep them all happy. But to make a step change on the set-up, I realised I had to believe and trust in Russ Walton, of MGR, and the team and let them go entirely in his direction.

Russ had been helping me a little from 2009 while Tom New and Duncan Barnes had been with me at every event since 2015. When we got back from Italy, they did a huge amount of work on set-up. The next year, the penny dropped that to win we needed to learn fastest, so we were always out really early, working on a different way to set the car up, and we have continued to develop that very successfully ever since.

4 Be comfortable being uncomfortable – Shelsley Walsh, 2011



This was the first outright win I ever got for DJ, but I had been beaten in the wet by DJ's smaller-engine car driven by Alex Summers – who has now become probably my number one competitor as well as a very good friend. I did not like being beaten, especially by a car with more-or-less the same design and a much smaller engine!

It was during that event that I realised you have to be able to be uncomfortable to win. That means driving right on the very, very edge of your ability. I was driving within myself, having two percent spare, and not taking it right down to the last half a percent. I realised I had to mentally challenge myself to get to the point where I could push those edges, and it worked.

Alex Summers and Wallace Menzies with their first Run Off wins at Shelsley Walsh in 2011

5 Arguments can be healthy – Loton Park, 2013

During my time with DJ, I realised just how hard you have to work at it with the car and the manufacturer to get anywhere. I learned so much working with Del Quigley and Andy Smith, going from a bike engine to a supercharged bike engine then a big V8. They were hugely instrumental in me being where I am and we got on great – but we fell out a lot too!

Del would happily tell you that today, and we still get on brilliantly because we learned and appreciated that you have to be able to have disagreements to get further forward. This

event was towards the end of the relationship, and the more successful we had become, the more I put pressure on them.

I felt privileged to compete against, and occasionally beat, Scott Moran and Trevor Willis but I was really pushing for more development to close the gap on them. We had massive words but always made sure we never ever fully fell out – and one of the first texts I got this year, after beating Alex in the DJ for the third time in a row, was from Del, so fair play to him.

6 It is better to be friends than enemies – Loton Park, 2014 / 2021



Friends around the paddock – Scott Moran and Alex Summers with Menzies at Wiscombe Park

After my two crashes in 2014, there was one event left in the calendar, but I was done for the year. My car was in pieces and I needed to take a step back but Will Hall – who is still competing and is still a good friend – phoned me up and said 'you're driving my car in the final rounds.' I said no, but he fully bullied me into it!

It was a moment that really made me understand the closeness and the friendship you get in Hill Climbing, because I was at a very low point there and he saw me, he had been there, and he really, really pushed for me to get in the car. I had a brilliant weekend, no pressure, and just enjoyed driving the racing car again.

Two years ago, it was the opposite way around and Will was having challenges with his car and set-up at the same event, the last event of the year at Loton. He decided to park it and I was able to go and return the bullying favour by putting him into my car for the weekend, as he had done years before!

He had a great weekend too, and it took it full circle in the Hill Climb friendship for me. As a result of that, though, he's now gone and bought the same car as me, albeit with a different engine – so he is going to be a nightmare to try and beat now!

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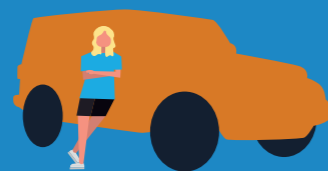
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WHAT'S ON

Carlisle Stages Rally

October 21st, Kielder Forest



AF Motorsport Media

The 2023 KNC Groundworks Scottish Rally Championship Overall titles comes down to a final round shootout on the Carlisle Stages. Jock Armstrong and Hannah McKillop have topped the standings all year, but victories on the previous two rounds have raised David Henderson and Chris Lees back into contention. If Armstrong and McKillop finish ahead of Henderson and Lees, they will be crowned Champions. Only a maximum points score will guarantee Henderson and Lees the team title. Henderson could still win the Drivers title if he finishes as low as third in the SRC but, ahead of Armstrong. Other category titles still up for grabs over the six stages are the Autoshop 2-wheel drive, Haddo Energy Super Senior, Groundwater Lift Trucks Subaru Cup and Lady Driver.



Russ Ormby

The Carlisle Stages Rally brings the curtain down on the race for the 2023 Fuchs Lubricants British Historic Rally Championship title. With three wins so far this season, it is Roger Chilman and Patrick Walsh who just require a strong finish to seal their championship hopes. They lock horns with Nick Elliott and Dave Price who can usurp their bid for the crown.

British GT Championship

21st October, Donington Park

A season of intense racing comes to a head in the Donington decider – but sadly the battle between tied leaders James Cottingham and Jonny Adam will not play out on track, because of the latter's European Le Mans Series commitments. Darren Leung and Dan Harper are 13 points behind the lead pair and if they fail to overturn that deficit, Cottingham simply has to add a point to his tally to take the title. *Top Gear's* ex-Stig Ben Collins returns to the series 18 years after his last appearance, joining Tom Holland in a Ginetta G56 GT4.



JEP



Halloween Weekend Trials

27th-29th October, Custard Fields Farm, Hartlington, SK17 0BD

Fancy a bit of Halloween fun with your 4x4? Northern Monkey 4x4 Club is running an off-road trial, with different classes of trial over two days. This will include smart road going 4x4s in the Streetcar Tyro, classic 4x4s of any make, and specialised Cross Country Trialers. The challenge is to get your vehicle between 12 "gates" in a row without touching them. For Halloween on Saturday evening some sections will be run in the dark... and in fancy dress. This is a family event with fun for all ages, children's activities, a BBQ, and a social gathering around the campfire. For full details see www.northernmonkey4x4.co.uk/events

Exmoor Targa Road Rally

28th October, Wheddon Cross, Somerset

The 2023 Exmoor Targa Road Rally is organised by Tavern Motor Club, Burnham-on-Sea, and Minehead Motor Club, and offers around 36 miles of Tests, made up of 26 miles of top-quality gravel tracks on Forestry Commission land, plus 10 miles on the tarmac of Porlock Toll Road. The Entry Fee is £195, which includes an evening meal at the finish. The event is a round of the BTRDA Gold Star Targa Road Rally Championship, the ASWMC Targa Road Rally Championship and CMSG Targa Rally Championship. There will also be a Clubmans event open to any member of the organising Clubs. for further information see www.tavernmotorclub.co.uk/exmoor-targa-new

**Cambrian Rally**

28th-29th October, Conwy, Wales



The 2023 Motorsport UK British Rally Championship title was wrapped up by Adrien Fourmaux and Alexandre Coria at Trackrod Rally Yorkshire as the M-Sport crew took their fifth win of the season. But the battle for second place rages on at the Visit Conwy Cambrian Rally, with Garry Pearson in the pound seat thanks to double points on offer. The Junior BRC fight will also be decided in Wales, and it's a two-horse race between Kyle White and Kyle McBride for the crown.



Matthew Hirst and Declan Dear will have another chance to clinch the Motorsport UK Pirelli Welsh Rally Championship title for a third time when they contest the Visit Conwy Cambrian Rally in their Delta Salvage / Witham Group Ford Fiesta R5. With all but two of 18 class titles still up for grabs, battles will be raging throughout the field – not least in the Welsh Juniors, where frontrunners Callum Griffiths, Sam Mason, Liam Griffiths, Gethin Price and Dylan Fowler Bishop are separated by just 10 points.

South Oxon Car Club Targa

Saturday 4th November, Bicester Heritage

South Oxon Car Club (SOCC) is hosting a Targa Rally on Saturday 4 November, with some tests based at Bicester Heritage. The SOCC Targa rally will be a full day, multi-venue event. Scrutineering is being held at Tuthill Porsche the night before the rally, and the first control will be bright and early on Saturday morning, departing from Prodrive headquarters in Banbury. A short transport section follows to the first test venue. The rally runs across Northamptonshire, Buckinghamshire, and Oxfordshire, and all the tests are over a mixture of different surfaces. The club is looking for marshals of all levels to help run the event. <https://southoxoncarclub.co.uk/november-4th>

**Rallye Prescott**

Saturday 4th November, Prescott Hill Climb, Gloucestershire

Rally cars through the ages take to the historic Prescott Speed Hill Climb to compete for Fastest Time of Day... and Night. This is the only hill climb in the country which allows cars to compete in both daylight and darkness. The entry list features cars ranging from Skoda R5's, Classic Minis, Ford Escorts to Group B Rally Cars.

Visit www.prescotthillclimb.co.uk for tickets.

**British Rally Cross Championship**

4-5th November, Lydden Hill, Kent

It is tight at the top of the Supercars table with these two rounds left to run. Jack Thorne, Tristan Ovenden and Julian Godfrey have all been strong this season, each bagging at least one win, while reigning Champion Patrick O'Donovan has won four races earlier in the year but dropped down the order due to missed events. After a big battle overseas in Dreux, and with dropped points set to affect the title destination, it all comes down to this weekend.



StreetCar

**Bournemouth & District Car Club – Opener Slalom**

5th November, Blandford Camp, Dorset, DT11 8RH

Speed, precision, and a good fun – Autotests combine all these elements into one exciting experience. Whether you're a racing enthusiast or just a casual driver looking to improve your skills, this slalom offers a chance to find the perfect harmony between car and driver. The goal is simple: navigate the course as quickly as possible without knocking over any obstacles. It may sound straightforward, but the devil is in the details. bdcc.org.uk/event/opener-slalom/?instance_id=148

Wydean Stages Rally

18th November, Forest of Dean

The penultimate round of the Motorsport UK English Rally Championship, in association with Seacon UK, takes contenders into the picturesque Forest of Dean on 18th November for the Wydean Stages Rally. From its base in Mitcheldean, crews will tackle two loops of three stages, totalling 40 miles, and while Elliot Payne still leads the table, the greatest threat to his supremacy comes from Ernie Graham whose Mk1 Escort RS1600 missed the first round but has scored maximums on all four rounds since.



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

AF Motorsport Media

KNC Groundworks Scottish Rally Championship



The Armstrong Galloway Hills Rally began at three o'clock in the afternoon, giving the majority of crews some night-time running in the forests. Championship leaders Jock Armstrong and Hannah McKillop took the early lead with David Henderson and Chris Lees close behind. The two crews tied for fastest time on stage four before Henderson and Lees took four seconds back on five to draw level with one stage remaining. On the final stage Henderson and Lees took 10 seconds out of the leaders, taking a second Scottish Rally Championship win in a row to keep their 2023 title chances alive going into the final round.

Latest Championship Positions

Drivers			Co-Drivers		
1st	Jock Armstrong	143 points	1st	Hannah McKillop	143 points
2nd	David Henderson	142 points	2nd	Chris Lees	141 points
3rd	John Wink	134 points	3rd	Neil Shanks	132 points

Motorsport UK Junior Rallycross Championship



Valkenswaard circuit in the Netherlands hosted the Motorsport UK British Rallycross Championship 5 Nations Trophy last month, where Tyler McAlpin gave his Motorsport UK Junior Rallycross Championship title hopes a boost with victory. McAlpin qualified on pole position for the nine-car final, and took a fourth victory of the campaign, with Will Ovenden maintaining the championship lead after the penultimate round. In the Motorsport UK Supernational Rallycross Championship, Belgian driver Dave Van Beers claimed the spoils with his Renault Clio.

Latest Championship Positions

1st	Will Ovenden	107 points
2nd	Tyler McAlpin	101 points
3rd	Ryan Smith	83 points

Motorsport UK English Rally Championship, in association with SEACON UK



Contenders for the Motorsport UK English Rally Championship, in association with Seacon UK, moved on to the super-fast stages of the North York Moors for the Trackrod Forest Stages at the end of September and, in a complete role reversal from the Woodpecker Stages a fortnight earlier, Elliot Payne narrowly beat Arron Newby, extending his series lead slightly. Russ Thompson is holding third ahead of Ernie Graham who has scored maximums on all four events he has contested. The Championship moves on to the Wydean Forest Stages in November, before concluding in Grizedale in early December.

Latest Championship Positions

1st	Elliot Payne	120 points
2nd	Russ Thompson	116 points
3rd	Arron Newby	115 points

Motorsport UK British Rally Championship



Frenchman Adrien Fourmaux sealed the Motorsport UK British Rally Championship title with victory at Trackrod Rally Yorkshire. The M-Sport factory ace and co-driver Alexandre Coria blitzed the opposition with a flawless performance to take the overall rally win and with it, the Championship crown. After the opening 12-mile Dalby Forest test on Friday night, a battle was brewing between Fourmaux and championship rival Garry Pearson. Fourmaux would need to call on all his World Rally Championship experience, but a win on every single stage of the rally sealed the event and the title.

Latest Championship Positions

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

ROKiT F4 British Championship certified by FIA



The ROKiT F4 British Championship was decided in the second race at Brands Hatch, the final round of 2023. Louis Sharp started from pole position with Deagen Fairclough alongside. Fairclough took the lead from the line with Sharp in second and Will Macintyre third. The lead pair set new fastest laps, Sharp twice and Fairclough six times in the 15 laps, with Fairclough finishing 2.433 seconds ahead of Sharp with Macintyre 0.755 seconds behind. Sharp's second place was enough to secure the championship with Macintyre's third sealing his runner-up position. Gustav Jonsson won the 2023 Rookie Cup. The Team's Cup was won by Rodin Carlin with drivers Louis Sharp, Dion Gowda, Josh Irfan, and Noah Lisle, who won 15 of the 30 races.

Final Championship Positions

1st	Louis Sharp	384 points
2nd	William Macintyre	371 points
3rd	Deagen Fairclough	296 points

Avon Tyres Motorsport UK British Hillclimb Championship



A first double run-off win for Matt Ryder ended his season on a high as the British Hillclimb Championship presented by Avon Tyres completed its season at the challenging Loton Park. This secured Matt third place overall in the BHC, in only his second full season in a top-line single seater. Scott Moran was denied the victory that he so wanted, but with eight run-off victories it's been a great season for him. Alex Summers had a super weekend in the self-designed and built AFS P4t taking sixth, followed by fifth the second time out. This helped Alex secure fourth place overall. Will Hall's fine form continued, with fourth, and then second place in the final run-off of the season, earning him fifth place overall.

Latest Championship Positions

1st	Wallace Menzies	222 points
2nd	Scott Moran	211 points
3rd	Matthew Ryder	198 points

Fuchs Lubricants British Historic Rally Championship



Jason Pritchard and Phil Clarke secured their second British Historic Rally Championship win of 2023 with victory at the Trackrod Historic Cup. The Ford Escort MKII crew were locked in a battle with the Porsche of Seb Perez for most of the two-day event, but when Perez's 911's engine lost power, Pritchard took maximum advantage, adding to his Tour of Epynt win. Championship protagonists Nick Elliott and Dave Price secured the second spot, thus keeping their title hopes alive in their FIAT 131 Abarth, while Perez took third. The final round, the Carlisle Stages Rally, is set for a thrilling championship battle between Nick Elliott and Roger Chilman.

Latest Championship Positions

1st	Roger Chilman	149 points
2nd	Nick Elliott	141 points
3rd	Tom Walster	96 points

JEP

Kevin Money

Paul Lowrance

Russ O'neil / 90Right

Intelligent Money British GT Championship



The Intelligent Money British GT Championship's drivers' titles will be decided at Donington Park later this month after Darren Leung and Dan Harper, and Erik Evans and Matt Cowley won their respective GT3 and GT4 classes at Brands Hatch. Century's BMW came home a second clear of Beechdean AMR's Aston Martin after Harper made the decisive move on Ross Gunn in traffic halfway through the second stint. Points leaders James Cottingham and Jonny Adam completed the podium despite serving the maximum 20-second Compensation Time.

Latest Championship Positions

1st=	James Cottingham	162 points
1st=	Jonny Adam	162 points
2nd=	Darren Leung	149 points
2nd=	Dan Harper	149 points

Kwik Fit British Touring Car Championship



Ash Sutton is a four-time Kwik Fit British Touring Car Champion – the youngest driver ever to do so – after taking two wins at Brands Hatch GP circuit in the final round of the season. The 29-year-old claimed a record-matching six pole positions and 12 race wins during the 2023 campaign and became the first driver to win the title in both rear-wheel and front-wheel-drive machinery. NAPA Racing UK took both the manufacturers and the Teams' titles, while Josh Cook and his One Motorsport with Starline Racing squad won the Independent Drivers' and Teams' laurels.

Final Championship Standings

1st	Ash Sutton	446 points
2nd	Tom Ingram	400 points
3rd	Jake Hill	372 points

Motorsport UK British Autotest Championship



Alastair Moffatt won the final round of the British Autotest Championship, held at Demon Tweeks premises, Wrexham, by a commanding margin of 15 seconds. He made good use of the front wheel drive of his Mini Special in very wet conditions to overcome a failed clutch on the first round of three tests, then a maximum time on Test Eight following a failed CV joint. The next three were only three seconds apart, with Richard Pinkney just ahead of Willie Keening, who collected a cone on the penultimate test.

Final Championship Positions

1st	Alastair Moffatt	208 points
2nd	Willie Keening	199 points
3rd	Christopher Chapman	178 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



A magnificent charge over the final stage of the Phil Price Memorial Woodpecker Stages rewarded Rob Wilson and Richard Crozier with a thrilling Motorsport UK Pirelli Welsh Rally Championship win and maximum points, as the Mitsubishi Evo 7 crew finished a very impressive third overall. The Ledbury driver had arrived at the eighth and final stage four seconds behind Russ Thompson and Stephen Link – but knowing that his Pirelli Welsh rival had a failed anti-lag system and a rising water temperature. With Thompson forced to ease off, Wilson, set the joint fastest overall stage time to take the Pirelli Welsh victory by six seconds.

Latest Championship Positions

1st	Matthew Hirst	120 points
2nd	Martyn Andrews	101 points
3rd	Simon Rogers	97 points

British Endurance Championship



The PB Racing Audi R8 of Peter Erceg and Marcus Clutton made it four overall wins in a row at Round 5, Snetterton, while a pit-lane start ended in Class C victory for the SG Racing Porsche of Mark and Peter Cunningham, with Mark's opening stint earning the Outstanding Achievement award. Mike McCollum and Sean Cooper dominated Class D in the Track Focused KTM X-Bow, while Nick Hull and Richard Avery celebrated their maiden Class E victory with their Cupra TCR. Class F once again went to the Newbarn Racing Jaguar F Type of Adam and Callum Noble, and veteran racer Colin White and co-driver Dan Norris made it a winning debut in Class G in the CWS Ginetta G55.

Latest Championship Positions

1st	Brad Thurston / Daryl DeLeon / Adam Hatfield / Alex Sedgewick	149 points
2nd	Neville Jones / Chris Jones / Matt George	147 points
3rd	Jonathan Beeson / George Heler	142 points

Motorsport UK British Drag Racing Championship



French veteran Jean Dulamon capped his maiden Pro Modified victory by setting the race's quickest elapsed time, 5.918sec, having previously captured his first pole position at 5.954sec – both times were personal bests. Dulamon's defeated final-round opponent, Wayne Nicholson, triggered a red light disqualification by leaving 0.120sec too soon. Top speed of the event was set by Jon Webster at 241.59mph. Bobby Wallace secured the championship despite losing in the opening round of eliminations. Aged 30, Wallace is the youngest champion since Pro Modified became the championship class in 2007.

Final Championship Positions

1st	Bobby Wallace	543 points
2nd	Wayne Nicholson	451 points
3rd	Jan Ericsson	206 points

The GB3 Championship



Rodin Carlin's Callum Voisin extended his championship lead with a first win of the season in race two at Brands Hatch, before Hillspeed's Daniel Mavlyutov claimed another reverse grid victory in the final encounter. Voisin entered the weekend with a one point lead at the top of the standings, but leaves it with a 14-point gap to the rest of the field after extending his advantage in all three races this weekend.

Latest Championship Positions

1st	Callum Voisin	353 points
2nd	Joseph Loake	339 points
3rd	Alex Dunne	311 points

SBD Motorsport UK HSA British Sprint Championship



After a warm and dry round on Saturday, Pembrey was enveloped in grey cloud for Sunday and with it came damp and drizzle. Of the leading trio in the Championship, Graham Blackwell was the only runner to use wets, losing some adhesion compared with the slick-shod cars. Peter Goulding opted for Avon slicks and nudged ahead of Blackwell. Neither however could catch the storming Stephen Miles who revelled in the variable grip. Returned to the start line for a re-run, Simon Bainbridge delivered a faultless performance to win the second round by over 1.4 seconds.

Latest Championship Positions

1st	Peter Goulding	443 points
2nd	Graham Blackwell	435 points
3rd	Stephen Miles	429 points

Wera Tools British Open Kart Championships



Austin Gibson



Jesse Phillips



Macauley Bishop



Gus Lawrence



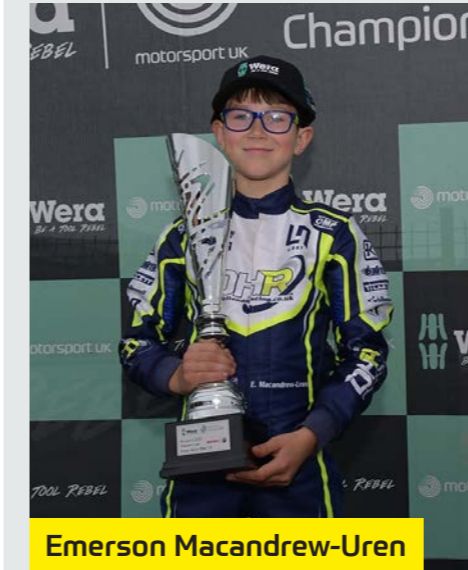
Alfie Garford

The IAME, KZ2 and TKM championships concluded at Rowrah in September with a new list of champions crowned. Victory for Austin Newstead in the final event of the Water Swift Restricted was not enough to prevent Austin Gibson from taking the title, and the same was the case for Will Green in the Water Swift category, with Jesse Phillips securing the title. In the Junior X30s, Ciaran Geraghty won the final, but Macauley Bishop took the title despite being disqualified in

the race due to a non-compliant kart. Driver of the day Harry Burgoyne Jnr won the Senior X30 final as Gus Lawrence secured championship victory after a penalty for rival Khali Atkins. In the KZ2 final, second place was enough to secure Morgan Porter the title despite a victory for rival Josh Price. Harry Bloor won the Junior TKM as Yehan Kallychurn took the title, while in TKM Extreme Christopher Whitton beat Alfie Garford, whose second place secured him the title.

Water Swift [R]			Senior X30			Junior TKM		
1st	Austin Gibson	779 points	1st	Gus Lawrence	780 points	1st	Yehan Kallychurn	776 points
2nd	Austin Newstead	754 points	2nd	Khali Atkins	768 points	2nd	Aidan Mitchell	764 points
3rd	Mason Brooks	749 points	3rd	Marcus Littlewood	748 points	3rd	Harry Bloor	736 points
Water Swift			KZ2			TKM Extreme		
1st	Jesse Phillips	770 points	1st	Morgan Porter	590 points	1st	Alfie Garford	765 points
2nd	Will Green	746 points	2nd=	Josh Price	555 points	2nd	Charlie King	757 points
3rd	Jorge Edgar	746 points	2nd=	Charlie Turner	555 points	3rd	Lee Whittingham	733 points
4th	Archie Lovatt	746 points	2nd=	Miles Murphy	555 points			
Junior X30								
1st	Macauley Bishop	777 points						
2nd	Taylor Orridge	751 points						
3rd	Lewis Bird	737 points						

Wera Tools British Open Kart Championships



Emerson Macandrew-Uren



Jacob Ashcroft



Ewan Charman



Lewis Gilbert



Ryan White



Harry Chapman

The Rotax, Honda and Bambino championships headed to Warden Law in September for the fourth round of the season. A winning weekend for Emerson Macandrew-Uren saw him extend his MicroMax championship lead, while the MimiMax event saw Jacob Ashcroft beat title rivals Albert Friend and Cole Denholm by seven seconds after climbing up five places. In Junior Rotax, Ewan Chairman won from

15th on the grid, while in the Senior Rotax Lewis Gilbert took victory ahead of Matthew Higgins. In a tight battle for Honda Cadet honours, Ryan White put in a near flawless performance to pip Ashley Haase by just 0.08s in the final and in the season-ending Bambino event, Harry Chapman took the title with victory in the final, despite a gallant effort from Henry Algar in a dramatic final lap.

MicroMax			Senior Rotax			IAME Teams		
1st	Emerson Macandrew-Uren	738 points	1st	Kai Hunter	700 points	1st	Oliver Rowland Motorsport	625 points
2nd	Edward Haynes	726 points	2nd	Matthew Higgins	694 points	2nd	Fusion Motorsport	622 points
3rd	Kian Burnard	694 points	3rd	Lewis Gilbert	690 points	3rd	Croc Promotion	606 points
MiniMax			Honda			Rotax Teams		
1st	Albert Friend	743 points	1st	Ryan White	559 points	1st	DHR	514 points
2nd	Jacob Ashcroft	741 points	2nd	Max Taddei	543 points	2nd	Strawberry Racing	500 points
3rd	Cole Denholm	741 points	3rd	Ed Spain	540 points	3rd	Argenti Motorsport	485 points
Junior Rotax			Bambino			Chassis Manufacturers		
1st	Macauley Bishop	743 points	1st	Harry Chapman	399 points	1st	BirelART	1237 points
2nd	Ethan Jeff-Hall	682 points	2nd	Ronnie Kempson	395 points	2nd	Tonykart	1162 points
3rd	Ewan Charman	675 points	3rd	Henry Algar	394 points	3rd	KR	1133 points

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The MPB Parting Shot

Dark, damp, and full of promise – the Historic Rally Festival did its utmost to recreate the atmosphere and excitement of the British and World Rally Championship events from the 1970s, '80s and '90s. The only multi-venue Motorsport UK permitted rally demonstration event this year, featured cars from across the British Isles, organised by the Worcester-based club Rallying History. Here Steve Ward splashes his Group 4 Escort MK1 1600 through one of the Special Stages held at Hatton Grange and Weston Park. Roger Clark took this car to its first victory on the 1970 Circuit of Ireland, and it also won Finish 1000 Lake Rally in the same year.