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November 2023

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Just after 6am last Saturday, I left home and headed up the M40 to Banbury, quickly realising that the weather forecaster's predictions of a grim day ahead were coming true. With high winds and horizontal rain, the landscape was bleak, and the motorway surrounded by flooded fields from days of persistent storms.

The first stop of the day was a return to my old workplace of Prodrive, where the South Oxon Car Club organisers were finalising preparations for the start of their 2023 Targa Rally. Motorsport UK Chair, David Richards, had very generously opened the doors of Prodrive, and more importantly the facilities of the excellent canteen, to allow the 45 crews to begin their day in a warm and comfortable environment for the briefing, while nursing cups of tea and coffee. The event had completed scrutineering the previous evening at Richard Tuthill's specialist Porsche preparation operation, just a couple of miles up the road, and therefore a start of 7.45am was executed with supreme efficiency and meticulous timekeeping. Chatting with crews and officials in the Prodrive canteen, it was clear this community has a passion and commitment that draws them back to the sport whenever there is a good opportunity. Of course, the thing that makes all this feasible is the hard work of the

volunteers and officials and the impressive dedication of the marshals on the day. The road book and maps were prepared to an incredibly high standard and allowed the crews to annotate a detailed plan for their event. Nevertheless, the weather did its best to throw best laid plans aside, forcing live modifications to some of the timed tests; but all of this was handled with superbly by the officials on the ground.

One crew I was chatting to, Steve Honeywood and James Portway, told me of their journey to competing in Targas, and how they had jointly bought a 2007 Renault Clio for £1,500 – and then spent roughly £500 to equip it for Targa rallying. So, for no more than around £1,000 each, plus splitting the £195 entry fee, they get to enjoy 45 test miles and a whole day of entertainment. People's perception of motorsport being an expensive hobby could not be more wrong in this branch of the sport, and I suspect that most of the field would have similar stories to tell.

After flagging away the cars at the Start, and as the rain continued to pour down, I headed over to the second set of tests at the Bicester Heritage airfield site, home to Motorsport UK. Bicester Heritage has done such a fantastic job of welcoming the community, not only on a permanent basis such as our HQ, but also for events and competitions such as this Targa. A series of five tests were laid out around the airfield, and everything was completed with abundant competence. One of the great things about Targas is the variety of machinery the people chose for competition and

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Targa Rally briefing in the Prodrive canteen



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one particular car that caught my eye was the Volvo 244 of Bill Douglas and Dave Barratt, who looked as though they had many decades of competition experience under their belts, showing a broad smile as they headed off from the time control for test number 3. For an event of this nature, the volunteer community provisions are quite staggering – with a total of 187 marshals registered for the event, but with a competition that spreads itself across the Oxfordshire countryside, it is a simple fact that our sport is heavily reliant on the time commitment and experience of a vast number of people.

From Bicester I travelled up the road to the Silverstone Business Park where I had been invited to the art show launch event of a former colleague of mine, Alastair Gibson, who runs a business called Carbon Art 45. Alastair has a lifelong passion for motorsport, growing up in South Africa adjacent to the Kyalami track, and he can regale you with stories of the 70s stars coming to the southern hemisphere for testing and racing which will keep you amused for hours. He had a career of 22 years in motorsport sport, 14 of which were in Formula One as one of the lead mechanics for the Benneton F1 Team, and 10 as race team chief mechanic for the BAR and Honda Grand Prix teams. That was where our worlds overlapped, when I spent three years working with BAR Honda, and was fortunate enough to be part of the journey to second in the World Championship in 2004. Alastair is not perhaps what you'd expect as a typical race team chief mechanic, as his passion in life is fine art and sculpture. He has taken this passion and combined it with his knowledge and experience in Formula 1 to produce the most extraordinary sculptures in carbon fibre; frequently using detailed parts acquired from Formula 1 cars purchased from some of the current grand prix teams. Alastair's work has been exhibited worldwide and he is



Bill Douglas and Dave Barratt at Targa control at Bicester Heritage

now in his 15th year as a full-time artist and recognised as the forerunner of high end engineered sculpture operating from his studios near Oxford. I guess one of the likely outcomes when you combine art and Formula 1 is bold creativity. It is in that vein that Alastair has collaborated with one of his original collectors from Germany to produce an extraordinary artwork in solid carbon fibre – a half scale replica of the Michelangelo statue of David, weighing nearly 500kgs. At first sight you might think that this is a straightforward exercise of scanning a sculpture and producing a carbon fibre replica. However, the approach that Alastair took was to reinvent the whole notion of what the sculpture stands for and has produced an extraordinary modern variation on the theme that allows for adaptations into different genders and iterations of what David might be like in the current world. And it could be yours if you have a spare \$12 million. Extraordinary and different, and I am sure he will continue to push back the boundaries of art in the years to come.

Moving across the road to the Silverstone circuit, I joined the throng of people in the paddock for the annual Walter Hayes Trophy (WHT) event. This festival of Formula Ford has grown to be the largest in the UK, and probably the world, celebrating the glorious period from the mid-70s through to the early 2000s, but with new cars being built today. The British Formula Ford Championship ran from 1976-2014 and was the training ground for so many extraordinary talents, such as Senna, Hunt, Piquet, Mansell, Hill, and Button, that went on to Formula 1 and World Championship status. The Walter Hayes Trophy began in 2001, created by James Beckett and named after Walter Hayes, who was a senior executive at the Ford Motor Company and very much involved in racing and instrumental in the creation of the famous Cosworth



Steve Honeywood and James Portway with their Renault Clio



Alastair Gibson with his carbon fibre David

DFV engine. It has now become somewhat of a ritual for people to bring out their Formula Ford equipment for this season closing festival and is an amazing combination of young guns coming out to prove their worth, combined with those who have competed on multiple occasions, altogether totalling some 90 entries. The one thing that you can guarantee is incredibly close racing and without the accoutrements of wings, downforce, and slicks normally associated with single seaters – the cars will be moving around and providing ample entertainment for everybody.

Having experienced the full brunt of the stormy weather in the morning everybody was looking drenched by lunchtime, but the racing was running on time and race control reported that there were remarkably few incidents, and in particular track limits had not been an issue. Of course, in wet conditions it is remarkable how few drivers voluntarily try to exceed the limits of the track, as, of course, the chances of losing control of the car are that much higher once you get off the tarmac and onto the white lines and curbing. This does rather demonstrate that it is within the driver's control, should they wish to do so, to not exceed track limits at any time in the competition. I also dropped into the scrutineering bay and was greeted by Sue Bateman who told me it was her first WHT event as chief scrutineer for Historic Sports Car Club (HSCC), and the first time that the WHT meeting has had a female head-up the scrutineering team, and another female scrutineer leading the eligibility team for the Formula Ford entries. Sue also explained that they

had a female student from the National Motorsport College appear in the bay on Saturday morning who asked to watch, so they got her signed-on and she became a real asset to the team. The Officials team at Motorsport UK are now offering to enrol her as a trainee scrutineer. What a great event for levelling up the gender balance in the paddock.

One important innovation that has been made at nine of our motor racing circuits in the last 12 months has been the implementation of light panels and a perfect demonstration of their value was shown in the appalling conditions at Silverstone on Saturday. There can be no question about the improved visibility of the panels and the ability of the drivers to be able to see them more clearly and from a greater distance. But what has not been appreciated so much, until now, is their ability to be connected and interlinked with other elements of infrastructure within the circuit, and this is evolving all the time.

One aspect that proved extremely effective, and which was demonstrated to me in race control, is the real-time synchronisation between the data log of light panel usage and the sector times for cars on the track. Where a transgression had been reported of a driver passing under yellows, or ignoring other flag signals, and a penalty imposed, there is little chance of winning an appeal when faced with the empirical evidence that the car had been in the sector and had not observed the correct procedure for the panel that was shown during that time.

There are also other developments underway in terms of further communication that can be used by the light panels around the circuit to inform drivers of key information or misdemeanours, as well as the potential for further extensions of the in-car signalling that has to-date only been used in some of the elite championships. As volumes increase, I have no doubt that the price of such equipment will start to come down, and one day we might even have universal adoption of in-car lights that reflect the light panel signals around the track.

There were around 200 marshals signed on for the Walter Hayes Trophy on each of the two days at Silverstone, and combined with the Targa Rally of the morning, the ability to attract 400 marshals within a few miles of each other to help the motorsport community to enjoy these two fantastic events is really something admirable and to be praised.

As the light began to fade and the first day of competition for the Walter Hayes Trophy drew to a close, I made my way to the other side of Silverstone and the new Hilton Hotel that is linked to the Silverstone Wing and their banqueting facilities. This was to attend the annual awards ceremony of TOCA celebrating the British Touring Car Championship title

and those of the other championships that run on the same roster over 10 weekends of the year. Alan Gow and his team run the most formidable and professional operation, which continue to attract huge crowds at the events, as well as a full day of live coverage on ITV, which puts it in a completely different category to any other form of motorsport championship in this country. TOCA achieve this by remaining relevant through innovation, particularly hybridisation and sustainable fuels, and their focus on entertainment and value for money for the fans. Ash Sutton was crowned British Touring Car champion for the fourth time and goes into the Hall of Fame matching the records of Colin Turkington and Andy Rouse.

Motorsport UK also celebrated the championship title for Louis Sharp from New Zealand, who was crowned British F4 champion at the Brands finale in October. Still only 16-years-old, Louis had a season-long battle with William Macintyre, who would have been equally deserving of the title, but was pipped at the final post by Louis. I have no doubt whatsoever that you will be seeing both Louis and William's names climbing up the ranks of single seater racing in the years to come, and we will be very proud to have fostered their

talent. British F4 has been a tremendous success under our guardianship as the size of grids grow and more teams apply to be involved in the championship. It was always our objective to return Britain to the top of the junior single seater rankings, and along with GB4 and GB3, I think we now have firmly re-established the UK's credentials as the proving ground for future stars.

Finally returning home at midnight after 18 hours on the road, I reflected on the sheer diversity of our motorsport landscape and the immense talent that is present in all aspects of its delivery. But most of all feeling incredibly grateful for the volunteers that continue to keep our sport ticking along every weekend of the year with such passion and enthusiasm. A big thank you to everybody in our community for making that happen. 🙏

Wishing everybody a very happy and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

The rain-swept Walter Hayes Trophy races benefited from recent light safety panels and the support of the volunteer officials



JEP

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In this issue: Meet three female **Circuit Leaders** at the top of their game, running race tracks here in the UK; discover how you can **Become an F1 Marshal** and get your application sorted today; go **Inside HQ** to learn about the Motorsport UK Committees and how they work; Meet four new Academy Graduates **On The Ladder**; and get the data on track racing with **In Numbers**. Plus: National Court reports, Licence Renewals, Regulations updates, Esports, and more...

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Circuit Leaders

It takes a lot of hard work behind the scenes to run a motorsport circuit – **Will Gray** spoke to three UK circuit leaders to discover more about ‘the job’ of running a venue

Annette Freeman, Anglesey



The UK is blessed with some of the most amazing racing circuits in the world, all regularly buzzing with activity. On top of hosting international, national and club racing events in the summer, many are still busy throughout the week and the winter, offering a huge range of performance-related activities.

Annette Freeman is the General Manager at Anglesey Circuit – arguably one of the UK’s most scenic places to race at – and she explains: “The circuit is very busy all year. On top of the licensed events, we host private testing and track days, and we have a race school to offer specialist training and licensing, and drive experiences.”

“We have a fantastic location – the clarity of light and the amazing scenery – so the circuit is also attractive to both media and manufacturers who want to evaluate vehicles. We do try to extend the day and diversify our activity as far as we can within our planning condition, whether it is cycle training or using the skid car in the evening to teach young drivers.”

Jillian Shedden, Knockhill



Natalie Hansard, Mallory Park



McInnes

>>>>>

Anglesey's activity is matched at many other UK circuits and, as a result, the operation of the nation's motorsport venues offers a wide variety of employment opportunities, all around the country.

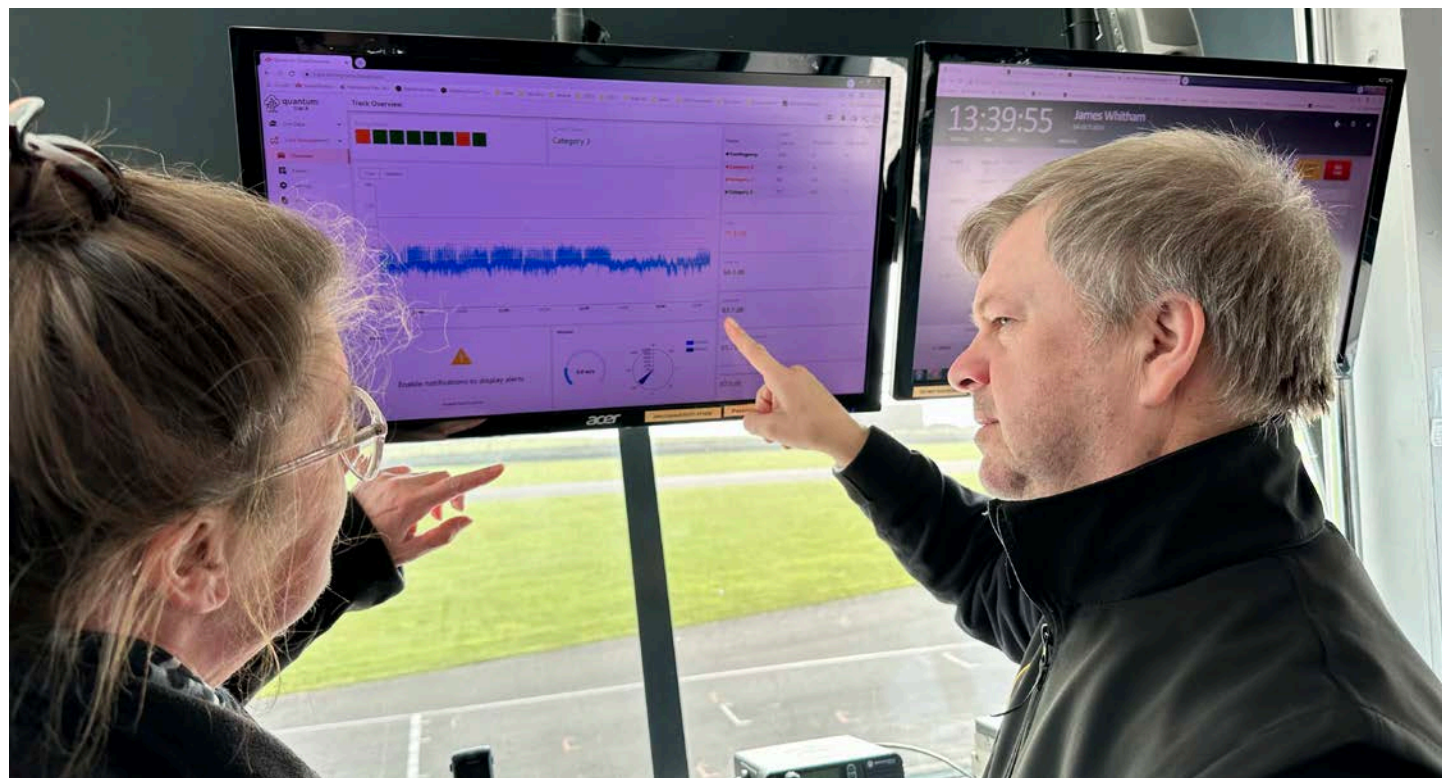
"The role is hugely diverse," she says. "I spend a lot of time liaising with statutory bodies for legal and motorsport requirements; the County Council and local interested parties in respect of planning, noise, environmental health, and traffic; the many organisers who run their events here; and our own team.

"I have to set the calendar, prepare budgets and accounts, monitor the infrastructure to ensure we are safe to operate and working with the wider team to make sure that people have an enjoyable visit. You want all of these people to be your ambassadors but at the end of the day you have to make sure the circuit has a secure future."

Jillian Shedden fills a similar role in Scotland as Managing Director at Knockhill Circuit, and for her, the variety is the most engaging factor. "There are so many different things involved you have to think on your feet a lot," she explains. "You have to be happy with your decision-making process and you have to trust your gut a lot of the time."

No single person, of course, can manage such a huge task on their own and Shedden, for one, is grateful for the team around her, helping to cover the wide variety of skillsets required to deliver a successful motorsport venue. "Whether they are cleaning the facilities, running a driving experience, or preparing the venue, we are all a team," she says.

Annette Freeman reviewing the noise monitoring data with Andrew Môn Hughes



"We have a total of 40 full-time employees and making sure the team runs well is one of the most important parts of my role. We are very busy – we run six days a week, four nights a week – so it can get tense, it can get hectic, it can get tiring, but I know everybody in the business, my door is always open and we have got a good vibe."

At Mallory Park, Natalie Hansard has spent almost ten years helping to steer the Midlands circuit from the brink of closure to an extremely busy and diverse venue. However, in contrast to Knockhill, her team contains just three full-time members of staff and relies heavily on a wider support network.

"We are quite a small team," she says. "Some circuits have a dedicated events management team, a separate finance team, a full grounds maintenance team, some even have in-house lawyers and legal teams. We just all have to pull together to cover what is needed, and we have so many plates spinning at any one time because there is so much to do.

"On race weekends, we are so lucky to have some great volunteers. We make sure the venue is in the best condition it can be and that we are there to assist the race Clubs where needed. On midweek track days, we rely heavily on our pool of paid marshals – which is actually a really good way for people to get into the sport."

Freeman also has a relatively small team, supported by external resources, and explains: "We have a small, versatile team covering the office, grounds and maintenance, then we have our 'family' of self-employed marshals and medics and



The Shedden family at Knockhill

we draw in ARDS instructors from the race school. We use contractors for recovery, security and waste management and the restaurant is a franchise operation. It is important to feed back into the local economy.

The biggest challenge, says Freeman, is managing time. "It's all consuming," she adds. "It does become your life. I am not actually a 'motorsport person' but it gets in your blood and it is surprising how protective you become towards the circuit. So, if I could work on improving something, it would be time management skills and work-life balance!"

The all-encompassing nature of the industry, however, is partly why it can be so rewarding working in it. People who attend or engage with a motorsport venue are, by their very nature, passionate and excited about what they are experiencing. And it is often dealing with those people that delivers the most interesting moments. Freeman says she feels "like a proud granny" when a junior driver who did their ARDS course at Anglesey takes part in their first race meeting. Then she tries hard to empathise with people when the stress and adrenaline of an event creates challenges.

Shedden concurs, adding: "We are really, really lucky that we have dedicated fans and a really loyal following – and I think that goes across all motorsport. I know a lot of public serving companies do not always have such appreciative customers, but our team really tries to make the day as good as possible. People come here for a great time and we deliver that."

In the family

Shedden was always destined to go into motorsport. Her father was racing bikes when she was born and, after selling the alarm business he set up in his twenties, he bought the Knockhill circuit in 1983. That led to a childhood where Sunday School was replaced by Sundays in the paddock.

"When my dad was starting the business, I would always be here at the weekends, school holidays, and I learned a lot," she recalls. "I was only 14 years old or so, but I was observing, seeing things develop and change, watching customers, watching the staff and by the time I was old enough to have a weekend job I was out selling race day programs."

Despite that, Shedden says there was no 'masterplan' to dedicate her working life to Knockhill. She went to college to study accountancy and business studies but chose to return to the circuit to work and use those skills to support her father. In 2019, when he retired, she bought him out of the business and took over the reins completely.

"It just all naturally happened," she says. "My dad was very much the visionary, but he definitely needed someone to, shall we say, control him! When dad and I worked in the business together, I used to say no a lot and he would say, 'well, I'm doing it anyway!' He was definitely a good teacher and we became a good pair.

"It was really tough in the early years, financially, and we were constantly juggling things to work out how we could get through the season, make it through the winter and keep everyone employed. It was a pretty steep learning curve and it certainly gave me a really good foundation for tough times.

"There are not many family members left in the business, but it does still feel like a family and all my experience certainly stood me in good stead when COVID came along – just a few months after I had taken over! We had to knuckle down and go 'okay, this is worst case scenario' and we just did what we could to come out the other side."

Shedden even took to the track to gain some first-hand experience when she joined the business, spending two years racing in the Ford Credit Fiesta championship that supported the British Touring Cars and following that with five seasons in single seaters. She also qualified as a Clerk of the Course for motorcycle racing.

"I definitely think my racing background helps me to make decisions and deal with people when there are incidents, safety issues or track limits issues," she says. "For example, I can see the track limits issue from a driver's perspective – it is not quite as simple as just running off to get an advantage, it can sometimes be completely out of your control."

"It also helps you to understand why people put so much into this sport and why we get hooked! Most of our events are grassroots, Scottish Championship level, families coming along and taking part. People are putting their hard-earned cash into it, so it is important we deliver a good venue, a safe venue and good race sense and good timetables for them."

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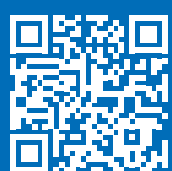
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Learning the industry

In contrast to Shedden's motorsport-driven route, Freeman came into the industry via a circuitous route that did not involve any racing at all! Her career had included spells in the fashion industry, an international benchmarking company and with a non-practising tax barrister before she relocated to Anglesey in 2000.

After working for Meyrick Estate Management, she transferred to the circuit when it reopened following its reconfiguration in 2007. She admits she had "never really been a motorsport person" before she got the opportunity but says: "I now have a real appreciation for people's passion... and I do have a fondness for the older cars.

She began working at Anglesey as an administrator but quickly expanded the role thanks to an inquisitive brain and a desire to progress. "I was not shy of asking stupid questions," she says. "I wanted to understand what happened and why, and I wanted to contribute. It was a good mix of my previous history, my curiosity and some excellent mentoring.

"It is important to always reflect and consider whether what you are doing is best practice. Every bit of knowledge adds to the bank you can draw from, things stick in the memory and occasionally something will then trigger you to think, 'ah, I understand now,' or 'why have we always done it this way?'"

Hansard also started out in a completely different career, working for a travel agency and an estate agency for ten years before deciding to make a change. She returned to university to study events and business and when a role as Events and Marketing Manager at Mallory Park came up, she applied, and got the job.

Like Freeman, Hansard did not come from a motorsport background and says: "Sometimes I think that might help in certain ways. There are so many different aspects to the motorsport world and running a circuit is not the most glamorous of them! You are not out there on the grid, doing all those exciting things, and I think some people have a misconception about it.

"You are there to make sure the venue's running okay, so it is not always all about the fun adrenaline-fuelled stuff. I worked my way up, gaining experience and learning from when things went right and when things went wrong. I think not getting too caught up in it all can sometimes be beneficial, because you see it as a business as opposed to a hobby."

Mallory Park was predominantly a two-wheel focused circuit when Hansard first took over and she adds: "Building up the four-wheel side of the business has been incredibly difficult. We have a far greater mix now of two- and -four-wheel events and when people come, they can see the changes and the development we have made. That is very satisfying."

Highs and lows

Running a circuit on a day-to-day basis involves challenges of all shapes and sizes, from storms causing chaos at race meetings, to admin issues creating mix-ups in bookings. However, the buzz of a successful race event, or the experience of seeing the beaming faces of people at a track day is hard to beat.

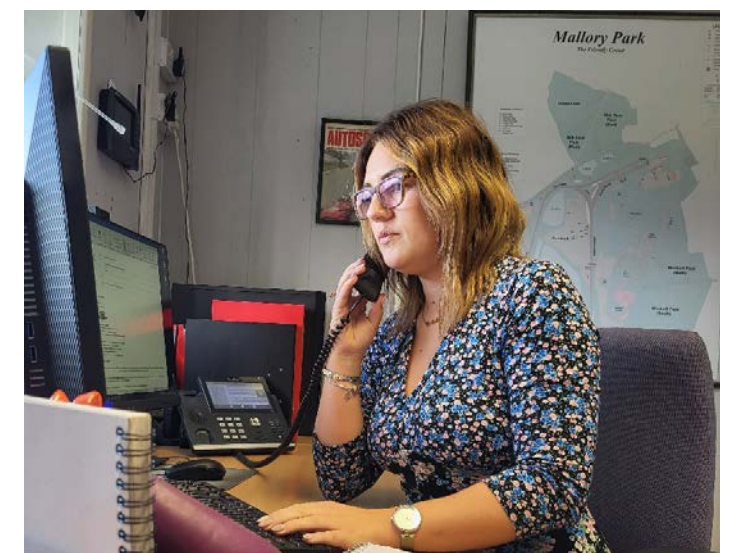
"If an event has gone really well and we have had thousands of people on site, everyone has gone home happy and we have had no red flags and no injuries, that is a great day for me," reveals Hansard. "It is great to see the event come to fruition and when we get lovely emails on a Monday morning, thanking us all for what we have done, that makes it worth it."

"The buzz on the Sunday night of a British Touring Car event is pretty special," adds Shedden. "When you have been in at stupid o'clock and are still there into the night and you have hit the sweet spot – good weather, great racing, everything works – the customers are leaving with a huge grin and saying thank you and you just can't beat that.

"The racing kind of takes care of itself. Whether it is good or not, there is not a lot we can do about that, but if we can deliver a great event with all the facilities and everyone at the event is happy, the team are buoyed by it. We have to work long hours, but the rewards come with good feedback from our customers."

Those rewards do not just come at the top-level, but also from the chance to support all the way through the sport. More than a decade ago, for example, Knockhill followed a nationwide Motorsport UK karting initiative and set up a kids arrive and drive club. Their very first member, Sandy Mitchell, is now a works driver in British GT.

At Anglesey, one of Freeman's most memorable moments was when, after years of trying, the Historic Sports Car Club visited for an event dedicated to the memory of Welsh former F1



Natalie Hansard is one of a small team of circuit administrators at Mallory Park



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driver Tom Pryce. Another was when Top Gear visited, and she was busy working in the circuit office while watching a “quite stunning” aerial ballet from the filming helicopters.

“I love the fact that you have the challenge and adrenaline of the circuit operations but then, once you get back to the office, you have the calm of process, budget and accounts,” says Freeman. “You get these amazing individual highs and then you get taken gently back down again. It is nice and grounding to have that.

“The best buzz, if I am being absolutely honest, is when a race meeting has run late into the night and I walk out onto the circuit. There are a thousand stars overhead, the sound of the sea on the rocks, the paddock settling down for the night, the lights going out, the noise dropping, it is just so special. That quiet buzz, another day delivered... it is just right.”

Opening doors

There are hundreds of different job opportunities in motorsport across the country, from the well-known race circuits to lesser-known venues that run experience days, track days, rally stages, karting events and more. So, how should someone with an interest go about trying to get involved?

Freeman has four key tips: “Evaluate and promote your transferable skills; listen hard, and you will learn valuable information even if you think it is not relevant; say yes to new experiences, as they could lead to opportunities and they also test how responsive you can be; and above all, be tenacious and stick with it, as you never know where things will go.”

As demonstrated by the respective backgrounds of Freeman, Shedden and Hansard, there is no set route into this side of the sport. Equally, you do not necessarily need a background in motorsport to succeed, as long as you have a source of knowledge or guidance around you that is motorsport specific.

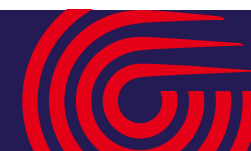
As an example, Freeman has developed her motorsport venue knowledge over time by developing relationships with other circuits and officials and says the Motorsport UK ‘Blue Book’ “is on my desk at all times.” Local venues of any type are also a good way to gain experience and she adds: “Procedures employed elsewhere have a relevance here too. For example, a wedding venue still has the same issues – car parking, toilets, maintenance, logistics, what happens if... – and having a general awareness of those is very useful.”

Helping out at a nearby motorsport venue can also open the door to good opportunities, and Shedden advises: “If you are still in education, go along to your local Club or racetrack and try to get a weekend job or volunteer. We are really keen for young people to get into motorsport and we need people in all roles, not just the hands-on stuff.

“There are lots of jobs in race teams but there are also lots of jobs in the running of the sport, behind the scenes. For example, [Knockhill] event manager, Gemma, started out selling tickets at the gate, went away to work for a big insurance company, then came back to us. One of our sales people, Amanda, started with us doing a little part-time summer job.

“Only about 30 per cent of our business is made up of actual permitted motorsport events. The rest is all experience days, corporate events, track days, karting events, there’s so much more to the business and it can provide you with a year-round job. It is not just weekend stuff, and it is not only seasonal.”

“It is a great industry to be in,” adds Hansard proudly, “whether you are a fan or whether you are not a fan. On an event day or a track day, it is an adrenaline-fuelled atmosphere. Coming out and seeing the venue in action, people smiling on the banks, there is just a fantastic atmosphere. You just cannot beat it.”



Career opportunities

Motorsport UK also has career vacancies for a variety of roles and positions. Check out the careers page on the website [HERE](#)



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Launch your new season of motorsport and retain the full benefits of being a Motorsport UK member

Motorsport UK brings together over 70,000 members across the community, whether competing, marshalling, or officiating.

Motorsport UK's role is to ensure the long-term sustainability of our sport. We are focused on protecting existing venues and securing new ones, increasing our community of drivers and volunteers, embracing technological advancements, both in the equipment used and the way you engage with Motorsport UK, and ensuring that our sport is seen as a positive contributor to society.

Your Motorsport UK licence offers you so much more than the ability to enter and compete in events, and members are encouraged to always check with event organisers that the event is run under Motorsport UK Permit so you can compete with the peace of mind and enjoy the sport in a safe, fair, fun,

and inclusive environment. Recognised Clubs run Permitted Events to the highest of standards, so when you compete, you not only benefit from bespoke personal accident insurance, both you and the club are protected through extensive Public Liability Insurance with £100m of cover.

Being a Motorsport UK licence holder gives you access to our growing Member Benefits Programme, that provides exclusive discounts and offers from major retailers and automotive partners. It includes discounts at Halfords and access to discounted pump fuels among many other benefits.

Members who renew before the end of the year, will automatically qualify for a free 12-month tastecard, worth £29.99, that provides year-round access to a range of 2-for-1 meals and discounts across major food delivery and restaurant chains.

You can find full details by clicking on the 'Member Benefits' tab after logging in to the Motorsport UK website.

Renew your Motorsport UK licence today by visiting www.motorsportuk.org/competitors/competition-licences



The team at Motorsport UK are here to help you renew and make the most of your membership

Call 01753 765 000 or email membership@motorsportuk.org to get in touch

Garry Pearson, British Rally Championship driver.
Licence holder since 2005.



New Yearbook format to be tested in 2024

The 2024 edition of the *Motorsport UK Yearbook*, commonly known as the 'Blue Book', will be published in the new year and will be the final iteration of the book in its current form.

Published annually by Motorsport UK, the Blue Book includes all the basic rules governing participation in motorsport events in the UK.

Over the last two years, Motorsport UK has embarked on a project to review the current Yearbook regulations with the aim of re-writing them as a modernised, comprehensive but easily accessible and easily understood, set of National Competition Rules (NCRs). The primary objective is to re-format and re-present the regulations that govern the sport, as opposed to making fundamental change.

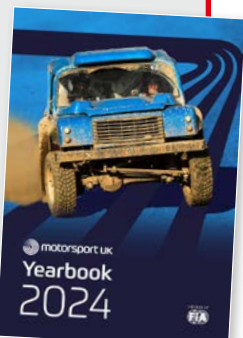
An initial consultation exercise was undertaken which involved a broadly defined questionnaire being sent to every licence holder – both Officials and Competitors. This elicited a very significant response from all sections of the community. Subsequent work has been undertaken in close consultation with every Discipline and Specialist Committee, each of whom has had a significant input to the final drafting.

The NCRs will be accessible to all Clubs, Officials and Competitors in 2024 to allow familiarisation. Given the importance of the regulations, the NCRs will be run on an 'opt in' trial basis only in 2024, and Motorsport UK will continue with the Yearbook in its current form as the default set of regulations for 2024.

This 2024 Yearbook will be printed and made available on a mobile app and on the Motorsport UK website.

Each discipline Committee is now consulting and considering what Events or Championships might wish to run trials in 2024 to test out the new NCRs for their area of the sport. This will provide the opportunity to identify and implement any necessary adjustments and, assuming the trial is successful, there would then be a full switch to the new NCRs in 2025.

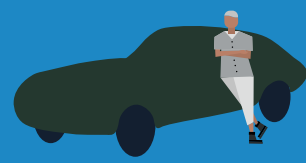
If your club would like to trial the new NCRs or learn more about using them to run events, please contact NCR@motorsportuk.org for further details.



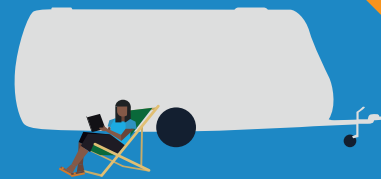
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Enter our Wera Tools Advent Calendar Giveaway

Motorsport UK is offering its members a chance to win a unique Wera Tools Advent Calendar

The Wera Tools Advent Calendar has been showcasing the innovation behind one of the world's leading screwdriving tool manufacturers since 2010 and has been a popular mantelpiece edition for Motorsport UK members.

We have 25 calendars to give away and to enter, simply complete the form linked in the image below.

Renowned as one of the world's leading screwdriver tool manufacturers, Wera Tools operates globally from its

headquarters in Germany with subsidiaries in the United Kingdom, Ireland, and North America.

The giveaway closes Friday 24th November 2023, and the winners will be selected at random. The giveaway is open to over 18s only. A parent/guardian may enter on behalf of an under 18.

See www.motorsportuk.org/competition-terms-conditions for full Terms & Conditions.

Rallying in to the future

Fresh from securing Rally 2 honours in Rally Chile, rising rally star Oliver Solberg is entering this month's star-studded Roger Albert Clark Rally.

Harking back to the RAC Rallies of old, the five-day event traverses the country from its start in Carmarthen to the finish in Carlisle. The 350-mile competitive route will be the longest stage rally in the UK for more than 30 years. Entries are restricted to historic rally cars (all pre-1991) so Oliver is swapping his state-of-the-art Skoda Fabia RS for the hot seat in his father Petter's iconic Ford Escort RS1800, which will be looked after by Petter's former co-driver, Phil Mills, who runs his own rally preparation business in Powys – Viking Motorsport.

With an eye on the future as well as the past, Mills has been pioneering biofuels and entered the recent Rally Ceredigion driving an Escort Twin Cam running on

Carless' latest generation Hiperflo ECO98 R70. Buoyed by that success, Oliver's Mk2 RS1800 will run on the same biofuel at the Roger Albert Clark. The fuel offers a 50 per cent saving on greenhouse gases when compared to regular fossil fuels.

Solberg's initiative is just the latest example of both rallying and historic motorsport embracing the environmental benefits presented by biofuels. The World Rally Championship was the first FIA series to run wholly sustainable fuel in its premium class. This was introduced at the same time as the hybrid-powered Rally1 category at the top of the 2022 season.

Also making a return to the Roger Albert Clark Rally is the Lancia Stratos of Steve Perez, after the fire which all but destroyed the car in 2018. Steve's son, Seb, piloted the car on the Malton Forest Rally in preparation for the R.A.C event.



**Oliver Solberg in his father
Petter's Ford Escort RS1800**



**Seb Perez shakes down the
Stratos in Malton Forest**

Ben Lawrence

Malcolm Almond



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British Motorsport Trust helps save historic speed hill climb venue

The Trust played a key role in securing the future of Mid Cheshire Motor Racing Club's Scammonden Dam Speed Hill Climb venue with a £7,000 grant to the club for a resurfacing project

Built in the late 1960s and part of the Huddersfield Water Company's planning permission granted for the construction of the Dam, the venue was opened by Queen Elizabeth II on 14th October 1971 with rounds of the British Hill Climb Speed Championships running the following year.

"This is a grass roots motor sports venue in the truest sense of the word, and one that has been in constant use since the early 1970s," revealed Richard Stephens from the Mid Cheshire Motor Racing Club. "We were faced with possible closure of the venue without the financial support from the Trust."

Following an application for a grant from the Mid Cheshire Motor Racing Club, the Trust approved a grant from its Safety Development Fund to go towards the resurfacing of a section of the hill. The essential upgrades were successfully completed, enabling the venue to continue hosting motorsport events.

Mid Cheshire Motor Racing Club utilise the venue regularly with two further clubs, MG Car Club and Pendle and District Car Club, also embracing the venue for annual events.

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



The hill climb circuit in need of resurfacing



The new surface greatly improves safety and allows the venue to continue hosting motorsport events

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We will do everything we can to make motorsport events held by clubs and affiliated organisations as safe as possible for competitors, officials and spectators.

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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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Link Engine Management is a global motorsport technology developer based in New Zealand, with an integrated product range sold and supported in over 80 countries. The company was formed by a group of motorsport engineers, releasing the first Engine Control Unit (ECU) in 1991, followed by the first plug-in ECU in 1995 for rally champion Possum Bourne and his Subaru WRX.

The team has grown significantly but is still driven by the same passion: the thrill of helping others win. Link's solutions deliver winning performances in many sports across the globe, with 2023 champions including Conor Shanahan in the Drift Masters European Championship, and Patrick Müller in the Extreme Class of the European Time Attack Masters.

Link's products are designed to be highly flexible, feature rich, easy to install and tune, and the most reliable on the market. The product range extends from standalone ECUs, to sensors, data, power management, looms, and dashes, plus the

world's largest range of plug-in ECUs for major performance engines.

Link's users have 24-hour access to the Sales and Technical Support team – engine and performance specialists offering free expert advice and product education to anyone, regardless of expertise level.



G5 Voodoo Pro

Link has introduced G5 Voodoo Pro, its most flexible, powerful, and advanced ECU, with the ability to control Port and

Direct Injection, 24 injector and ignition drives along with 14-30 auxiliary outputs, dual onboard E-throttle, and digital Wideband Lambda controllers, CAN lock, built-in GPS, WIFI and many more features.

The G5 Voodoo range partners with G4X to give two complementary engine management platforms and the flexibility for any budget. G4X is still the go-to for all the engines it supports

and will be sold and backed for years to come. Link recommends G5 Voodoo for direct injection, over 8 injectors, extra inputs and outputs, or for new features like GPS and WIFI.

The G5 Voodoo Pro comes with Link's free PC Link tuning software. Upgrading to G5 is seamless – PC Link works with both platforms, so an existing G4X map can be used with G5.

Link UK

Link has a UK office with a dedicated sales and tech support team and local warehousing to ensure streamlined delivery. Link's product range is sold through local resellers, tuners and mechanics who are hand-picked and fully supported to give quality advice, installations, and results.

Contact your local Link Reseller or the Link Sales and Tech Support Team to get expert advice on your next build.

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Marshals team shine at Oulton Park

It was an exciting weekend for the team of marshals who took part in the in this year's finale of the Fun Cup Endurance Race at Oulton Park last month. The British Motorsports Marshals Club (BMMC) and GT Radial UK teamed up to provide the Fun Cup drive for drivers Tyler James, Tom Pledger, Joe Smith, and reserve driver Craig Ballantyne. The team struggled in the wet conditions on Friday testing, even rolling the car as it dug into the gravel at Druids, but with

no damage, they were able to crack on again. From then on, they really picked up their confidence and pace, and began to impress the other drivers on the circuit.

All the drivers were getting quicker and quicker as they gained more seat time, and despite the occasional skirmish into the gravel or grass to see some of their Marshal friends, they did themselves extremely proud. The team hosted many guests on the day, and lots of fun was had by all. The GT Radial team and

other Fun Cup drivers loved having them involved.

For further details on how to get involved with motorsport marshalling, see www.marshals.co.uk

If you are interested in racing in the Fun Cup Endurance Championship, please visit www.funcup.co.uk



The GT Radial supported Marshals team at Oulton Park



Taking the chequered flag

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The Buttkicker Britcar 24-hours is back

After the success of 2022, Britcar is returning with the 2023 Buttkicker Britcar 24-hours of Silverstone, supported by Goodyear, Sim Dynamics, Sunoco and VBox Motorsport.

To be held on Saturday 2nd December, this event is for drivers who are 16 years old and above (in line with SimGrid's Terms of use). Teams with younger drivers will be disqualified from the event. At least one driver from each team must have a Paid Motorsport UK Esports Membership – see <https://esports.motorsportuk.org/membership> – and the entry fee per team is £25.

Prizes

Each winning class team will receive a Buttkicker Gamer system and Hapti Connect Software – and Buttkicker is happy to offer each of the class the winners the choice of either a Pro or Plus unit to see whatever fits their respective systems.



The event will follow the format below:

- **Practice:** 11:00am (GMT)
- **Qualifying:** 11:40am (GMT) – Lone Qualifying, 3 Laps, 10 Minutes
- **Warmup:** 11:50am (GMT)
- **Race Start:** 12:00pm (GMT)

and will offer the following classes:

- **GT3** – Ferrari 488 GT3 Evo, Lamborghini Huracan GT3 EVO, Mercedes-AMG GT3 2020, Audi R8 LMS GT3
- **GT4** – Aston Martin Vantage GT4, Mercedes-AMG GT4, Porsche 718 Cayman GT4 Clubsport, McLaren 570S GT4
- **TCR** – Audi RS 3 LMS, Honda Civic Type R, Hyundai Veloster N TC

with the following event rules:

- Rolling Start
- Fast Repairs: 4
- Driver Fair Share rule enabled (no designated drivers)
- Minimum Licence: Class D 2.0
- Drive Through Penalty after 100 incident points, and every 25 thereafter.
- Strict qualifying in game scrutineering

The in-sim game date will be 2nd-3rd September 2023, with the timings mirroring the real-world time of the race. The weather will be set to "Generate" and dynamic sky will be enabled. All sessions after practice will have marbles set to 'Carry Over'.

The 2023 Buttkicker Britcar 24-hours of Silverstone will rely heavily on iRacing's inbuilt automated stewarding system however, there will be several stewards on hand to review incidents throughout the event. The full event will be broadcast LIVE courtesy of RaceSpot TV.

Further details and registration can be found [HERE](#)



The British Racing & Sports Car Club iRacing FF1600 Festival is an event that will be emulating the Formula Ford Festival run in real life utilising the same heat racing format as the real-world racing.

iRacing's Special Events are online versions of real-world events such as the Daytona 24hrs and the Spa 24hrs and are usually endurance events. This is the first Special Event to use Heat racing format and is open to anyone with an iRacing membership.



British F4 Esports Championship reaches half-way point



Oulton Park hosted Round four for another double-header of premier open-wheel esports action. Over the first half of the season, Peter Berryman and Luke McKeown have been the drivers in form, with Berryman taking a double victory at Donington Park, and McKeown getting his season back on track with a win and a third place at Snetterton.

In Race 1, Berryman took pole position, and beside him on the front row was Gordie Mutch, with Stanley Deslandes in third. Matt Caruana was fourth and McKeown fifth. Off the line, Berryman held a narrow advantage, but McKeown eased through into fourth. When McKeown ran deep into Knickerbrook, Caruana put the pressure on, sealing the move through Old Hall. In front, Berryman cruised home to take another win with Mutch close behind.

For Race 2, the reverse grid draw had Luke McKeown on pole. McKeown and Caruana battled hard for the lead in the early stages, with Caruana going for a spin at Lodge after apparent contact with McKeown, taking Caruana out of points-scoring contention. McKeown held the lead taking his second win in four races, and in to third in the drivers' championship. His team-mate Berryman finished fourth to cement his position at the top of the standings.

www.fiaformula4.com/esports

UK FF1600 Esports Cup

Dominant championship leader Henry Moore's run of pole positions came to an end at Oulton Park as he could only muster fourth on the grid. His biggest rival this season, Dan Amor, took advantage by snatching pole position from Jason Cooper.

By half distance Moore made his way into the lead, benefiting from Cooper and Amor getting together on the exit of Cascades. A thrilling wheel-to-wheel battle took place between Moore and Amor, with Amor edging it in the final laps, winning by two-tenths of a second.

The reverse grid draw wasn't kind to Amor, however, as he started well down in tenth position, with William Hope on pole. As both Moore and Amor sliced their way through the pack, Amor dived up the inside of Jason Cooper at Druids Corner, cannoning into Isaac Phelps, which allowed Moore through into fourth position.

Up front, William Hope was battling with Ronnie Smith and Ed Hope for victory, with Moore zeroing in. Moore then worked his way into contention for the lead, and on the final lap battled side-by-side with Smith into Lodge. It wasn't enough though, and Smith took his first win of the season. Moore had to settle for his eighth straight podium, and a convincing championship lead heading into the second half of the championship.

<https://esports.motorsportuk.org/events/uk-ff1600-esports-cup>



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:

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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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ACADEMY STAR SKELTON TARGETS ENDURANCE DREAM

Josh Skelton is progressing up the ladder in endurance racing thanks to not one, not two, but three stints at the Motorsport UK Academy

After starting out in single-seaters – breaking the record for the most consecutive podiums in British F4 in 2019 – Josh Skelton switched to endurance racing in 2021, taking part in the Le Mans Cup LMP3 and scoring a race win in his first season. Since then, he has risen through the ranks in the 'Road to Le Mans' series and is now closing in on his ultimate racing dream.

"Endurance racing with a manufacture is my target," he says. "My end goal is to compete in the Le Mans 24-Hours. It is challenging without a big budget, but my aim is to start in Pro-Am and join up with an amateur driver to race and offer coaching. That can open the door and give me a chance to show what I can do."

Skelton, who is looked after by Greenlight Sports Management, has been helped along the way by his Academy journey. It began with a year on the Enhanced Diploma in Sporting Excellence (DiSE) course, which gave him a range of skills including an insight into sports performance and nutrition, and then carried on with two years in the equivalent of Team UK Futures.

"I discovered the option to join the DiSE program when I was still karting," he recalls. "It combined motorsport with education and it was a great opportunity. The Academy also enabled me to visit the Aston Martin and Prodrive factories, take part in events at Bicester Heritage and benefit from training from the Porsche Human Performance Centre.

"One of the big things for me was improving my interview skills, which was something I had always struggled with at races. We did a session with Louise Goodman and I took a lot from that about how you can publicise a brand or a theme and the different techniques and words you should be using. Those techniques have also been useful in networking."

Earlier this year, Skelton was given a place on Team UK and has stepped up another level thanks to one-to-one coaching sessions. "They are probably the most helpful thing I have had so far," he adds. "I have a call with the coach before and after each race weekend and we evaluate my performance. Over the year, it has really helped me progress."



Lock Horsburgh



The Scottish Association of Motor Sport Clubs (SAMSC), Scottish Motorsport Marshals Club (SMMC) and Motorsport UK are deeply saddened to report the death of Lock Horsburgh.

Lock was known to so many people in motorsport, and it is difficult to describe how extensive his

involvement in the sport was. He was a Stage Commander on the Jim Clark Rally, and many other events, and Chief Marshal on several events, including the Mull Rally. He was an enthusiastic radio marshal – Tartan 57 – and was a keen competitor too. Lock was a founder member of Glenrothes Motor Sport Club, and a member of several other motorsport clubs.

Alongside his marshalling commitments, Lock previously served on several committees for Motorsport UK, most recently as the regional representative for Scotland. He was also an instrumental part of the management team of the SAMSC for many years, undertaking both the secretarial role and running the website.

Lock was passionate about communicating with the grass roots of motorsport and ran a valued mailing list before this was superseded by social media. He was often a key senior official, and continued to volunteer across the board, as comfortable running a control on a navigational road event as being chief marshal on another.



Rest in peace Commander Lock. You're clear to stand down.

Lock was a frequent and welcome visitor to Mull – first as a competitor in his Vauxhall Nova, and latterly as a volunteer official, notably serving as our Chief Marshal for several years through to 2017. Just a few short weeks ago he was with us all, sharing with others the sport which he loved.

Mull Rally

Lock was an ever-present figure behind the scenes on the day of the event whether he was a Stage Commander or a marshal. Everyone from 63 Car Club has Lock's family and friends in their thoughts at this time.

The McDonald and Munro Speyside Stages



Terribly sad news of the sudden passing of such a stalwart of Scottish Rallying. A tireless worker behind the scenes whose contribution to, and involvement in, the sport at all levels is truly remarkable.

Scottish Rally Championship

Lock was a long-time supporter of ours, and countless other rallies in the country, and will be sorely missed.

Beatson's Building Supplies Jim Clark Rally

Lock was a beloved husband, father, friend and more recently, butler to a small affectionate cat. Among his many skills and passions, were music, photography, motorsport, and collecting stuff that 'might come in useful one day', including a small collection of 'bruised but interesting' cars. Thank you for all the happy times you spent, enriching Lock's life with your humour, companionship, enthusiasm, and joie de vivre. If you are able, please raise a glass to his memory – Sláinte!

Katy Horsburgh, daughter

Dr Robert Pawson



The Scottish Motorsport Marshals Club (SMMC) and Motorsport UK regret to announce the death of Dr Robert Pawson.

Robert (Bob) was an enthusiastic member of SMMC, using the callsign Tartan 49 and was previously known to many as MOMO 66. His focus was motorsport medicine as a Chief Medical Officer or an in-stage medic, and he was a member of the former

British Association of Rally Doctors. Besides being a great doctor, Bob was a compassionate human being, and he was dedicated to the well-being of others in everything he did. He will be missed by us all.



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- **Affordable protection:** The fans consume minimal energy, offering vehicle protection without high costs.
- **Ideal for extended storage:** Specifically designed for indoor use, perfect for vehicles in long-term storage.

Your vehicle is a significant investment, so it deserves more than just a makeshift shield against the elements. With Podtec's Carpod and Evopod, you're choosing the best approach to car preservation. These systems are all about protection; ensuring that when you're ready to drive, it's in the same state you left it. No surprises of mould, no hints of corrosion, just your car as you know it.

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The RAF's synthetic-fuelled race car takes the chequered flag at the Birkett Six Hour Relay

This is the culmination of a challenge set to the six RAF Motorsports Teams, on two- and four-wheels, to look at the viability of sustainable motorsport and what could be used at races right now.

A standard national spec race car, with a stock, large, torquey engine, and variable cam timing, was chosen for 2023, with the plan to try a smaller higher revving modified engine in 2024. The car has now completed six races and has taken class victories in each race with impressive overall finishes, notable as it is low powered compared to others in

its class. It was the fifth and final car in the Birkett Relay, taking the chequered flag and the inter-service win for the RAF Motorsports team.

To provide the required data to inform the use of synthetic fuels in motorsports going forward, and the potential use of such fuel in other military vehicles, the Electronic Control Unit (ECU) was calibrated and fitted with data logging devices. The use of data logging and a configurable ECU was to both deliver a calibrated baseline and allow the team to extract more data over a season

than would normally be available. The software, provided by race partner SPLUNK, enables automatic analysis of datasets against pre-configured targets. This enables back-to-back comparisons of how the engines perform on 99 rated pump fuel compared to the synthetic fuel used and, once the second car is online, will enable comparison on two very different engines. Data from the races has shown that there is no noticeable difference in overall performance.

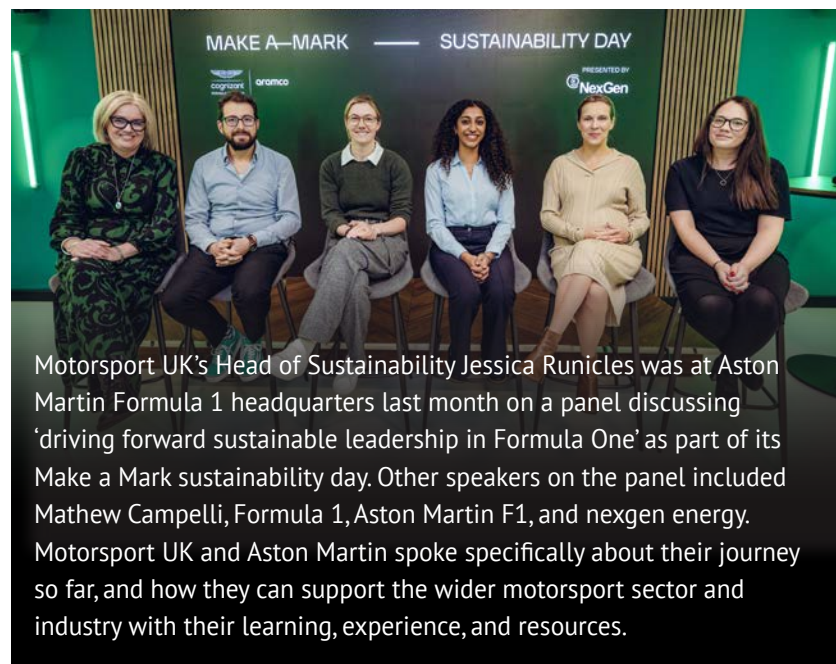
Having successfully completed and validated the first phase of the trial on four-wheels, the RAF Motorsports Association is already looking at the next phase, with potential trials on karts and motorcycles – both on and off road.



The RAF Motorsports team with its synthetically powered trophies

Sustainable Sports Awards

The third Annual BASIS Sustainable Sports Awards 2023 took place this month, with a good representation of motorsport in the nominee lists. Formula E team Envision Racing were finalists in the Campaign of the Year category, and Formula E itself was nominated in three further categories – Club Strategy / Strategic Leadership, Innovation in Initiatives and Products, and also Partnership of the Year.



Motorsport UK's Head of Sustainability Jessica Runicles was at Aston Martin Formula 1 headquarters last month on a panel discussing 'driving forward sustainable leadership in Formula One' as part of its Make a Mark sustainability day. Other speakers on the panel included Mathew Campelli, Formula 1, Aston Martin F1, and nexgen energy. Motorsport UK and Aston Martin spoke specifically about their journey so far, and how they can support the wider motorsport sector and industry with their learning, experience, and resources.



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Grand Prix Marshalling

The British Grand Prix is often seen as the pinnacle of UK circuit motorsport – and being a marshal can get you right in the heart of the action

Decked in the famous orange overalls and white F1-logoed tabards, the team of marshals at Silverstone's Loop section have their eyes fixed on the action. When the track is live, this group of individuals, are the eyes and ears of Race Control providing safety cover for some of the fastest and most famous drivers in the world.

On a gloriously sunny summer's afternoon, with helicopters filming above and stands packed to bursting with noisy fans, it feels a fair step away from a windy weekend of club-level motorsport, yet for many of these individuals, that is their regular stamping ground.

Marshalling at the Grand Prix weekend at Silverstone is, for many, a career highlight. To get there, they have worked hard, putting in long – but enjoyable – hours on club events to get the chance to be selected.

The actual jobs involved in marshalling an F1 event and its support races are no different to those carried out on any motor racing circuit around the UK – and if you can do it there at your local track, you can do it anywhere.

Marshalling can open doors to amazing experiences – and applications for next year's Silverstone Formula 1 event are due to open this month – click [HERE](#) for further details.

Revolution spoke to four marshals at this year's event, to find out what the buzz is all about.

Nikki Greenwood, Incident Officer

How did you get into marshalling?

I started in 2011 at Castle Combe, which is my local club, and because it is a smaller circuit you get involved with a lot of shorter races, 20 minutes back-to-back, with things like classic cars, saloons, and minis. I started off on all of those and by doing that I got to know some of the other marshals. I came to Silverstone to do some of the bigger races with the Silverstone Marshals Team and now I spend more time here.

How did you get to work at the Grand Prix?

You work up through the grading system and I did a lot of my training at Castle Combe and at Silverstone. I started off as a trainee, did track marshalling, became experienced in that, and then moved up the different levels. Eventually, when you get to a certain level, you get given headsets!

There are a lot of Silverstone marshals at the Grand Prix because we know the circuit well and it is nice to have base of knowledge, but marshals come from lots of different Clubs and there are also international marshals present.

You have to be at a certain level to do the Grand Prix, and you need to have a lot of experience. Anyone from a Grade One upwards can apply, and then you must have completed a minimum of 12 days. Most people who want to do it and meet those criteria do get the opportunity.

What is your role?

I am running the incident team. The Post Chief is above me, and then I am in charge of the rest of the team. There are two at the post where I stand, two further down the track and two further up the track. The flag marshals come under the Post Chief, and all the incident marshals come under me. As part of my role, I then report to Race Control if anything comes off or there is any incident.

What is the balance of excitement and nerves when the racing starts?

About 50-50! You want a good race, you do not really want anyone to come off, but you also have to be prepared. I tend to pre-empt what may happen, so that then at least you can deal with things with minimum a panic. I also do a lot of work training marshals, teaching them about things like fire bottles, how to get ready for hooking up a car to a vehicle if we need to get someone out of the gravel, so it is a good learning experience for a lot of people.

What has been your most memorable moment?

You get moved around and I have been lucky enough to get the opportunity to work on the international pit wall, which was a very good experience. That is a different role again. You have all the teams behind you and get to see a lot of drivers, which you would not normally see.

You obviously cannot go up to them, but it is nice to see them. You feel right in the heart of it. From what you see on the television, if you are watching it as a spectator, when you see all the teams sat there and you are stood there and you think, 'yeah, I am so lucky to be stood right among it.'

>>>>>



Andrew Brightman, Post Chief

How did you get into marshalling?

I have been following Formula One since I was seven years old and my very first Grand Prix as a spectator was at Silverstone in 1988. My dad and I got absolutely soaked, but we loved every minute of it, and we started coming every year. There are only two years since then that I have missed

– in 2000 when it moved to April and the Covid year. I am a member of BARC and I do a lot of different things including British GT, GT Cup, Touring Cars. I do enough events so I can volunteer for this, and it is an honour to be chosen. I love F1 and this is my tenth Grand Prix marshalling.



What is your role?

I am responsible for the observation of the post, taking charge of the whole team. If anything goes wrong, it is my job to respond to that and to report it in. We have an Incident Officer who is technically in charge of the incident team. I am directly in contact with the Flag Marshals, and they will let me know if they see anything and, vice versa, if I hear anything I will tell them.

Is it intimidating?

It does have its moments, especially the Starts, when you have 20 F1 cars coming towards you. Even more so in the F2 races, as they can be a bit unpredictable around here! If there is bad weather, it makes it even more lively!

What is your most memorable moment?

My very first time marshalling at a Grand Prix, I was on post one, which is the International Start / Finish straight. As it was my very first time doing it, I was given the chance to have a wander around, so I ended up standing there next to the grid, in the background of the BBC and next to Sebastian Vettel's race helmet on the ground. I just thought: 'I like this!' In fact, the post I was on was pretty much the same spot where I very first came to watch a Grand Prix 25 years before – and I thought 'well, this has actually worked out quite well!'

Arjan de Jong, Flag Marshal

How did you get involved?

I am from the Netherlands, and I marshal at Zandvoort, but I travel all over to do it – to the US, Germany, Belgium, Singapore. I started as a trainee at Club level, did a year of experience, did an exam and then it just evolved.

I wanted to do Formula One and back then the British Grand Prix was the closest. I met somebody at Zandvoort and asked him how to get in. In that time, you had to write a letter, and I am here now for the 18th time.



What is your most memorable moment here?

That was my first one in 2003, when the Irish priest ran on the track. I was there on the Hangar Straight and I chased him. I saw the cars and just got off the track, because I did not want to get in their way.

Andy Batchelor, Incident Marshal

How did you get into it?



I have always been a motor racing fan and when I found a bit of time on my hands, I thought 'let's give it a go.' I went for a taster day at Oulton Park, thought it was fantastic and I have been marshalling ever since. I am a member of the BMMC, and I am mainly based up in Oulton Park, so I do most of my marshalling there.

I have been marshalling for six years now, and I had come to Silverstone for every Grand Prix since about 1992. It is such a fantastic atmosphere. They put out the opportunity to apply once a year, in November, and you can fill in a form and I thought, 'well, why don't I see if I can go and do it' and this is my third time marshalling here now.

What is it like working with people who are new to marshalling?

It is always nice to have a new person on post, a trainee, because they ask you lots and lots of questions and it makes you think. You learn from the fact that they're asking you questions because you think, 'yes, why did you do that?' That is really, really healthy, so I love having new people on post because it helps to remind yourself what you do and why.

What is your role?

If anything happens on the track, we get out there and deal with it – the driver, the car, we make sure we move things out of the way as fast and as safely as possible. Thankfully, I have not had anything major to deal with here, but in my role at Oulton Park I have dealt with quite a few big moments.

We get a lot of long days, but it is just fantastic. You do also get to enjoy the racing. I like the lower formulae too, because in GP3 and GP2 you see the stars of tomorrow, so I always have an eye out to see who looks fast, who looks like they are doing well, because you may see them coming up into Formula One in a year or two's time.

What is your memorable moment here?

I think the first lap two years ago with Max Verstappen and Lewis Hamilton. I watched them go down the Wellington Straight on the first lap and I thought, 'oh, that's close.' I could see neither one of them was going to give and I was just thinking 'I hope they make it around there' and then of course we heard that one of them did not.

Nobody likes to see anyone crash, but you could see they were so competitive, it was really a thrill to watch them while they were both on the track, and you wanted them to do that more.

Could this be you?

Marshalling is a fantastic way to participate and support motorsport both at your local club and potentially around the world. The best way to get started as a volunteer marshal is to join a club and attend a taster day. For more information, see:

British Motorsport Marshals Club (BMMC)
www.marshals.co.uk

The British Rally Marshals Club (BRMC)
brmc.org.uk

Scottish Motorsport Marshals Club (SMMC)
www.smmc.org.uk

Alternatively, you can find your local motor club and get involved [HERE](#)



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A QUESTION OF GOVERNANCE

The Motorsport UK Committees are central to the running of our sport, but how do they work?

As motorsport's national governing body, recognised by the FIA as the official ASN for the UK, Motorsport UK is charged with the management and development of the sport in a safe and fair manner. At the heart of its governance lies the committee structure designed to ensure that there is a balanced development of ideas and proposals.

Motorsport UK Committees are responsible for developing, evaluating, and amending rules and regulations with regards to their respective areas of expertise. The Committees comprise of existing competitors, volunteer officials and marshals, administrators, all of whom are experts in their respective areas. These people are motorsport enthusiasts and professionals, drawn from clubs, teams, and manufacturers – in fact the widest possible cross section of our sport. They all kindly give their time and energy to help ensure that we all benefit from a safer, better managed sport, with fair play at its heart. In total over 300 people sit on the wide diversity of committees and subcommittees.

All regulations proposed by the Discipline Committees come before the Rules Committee for debate and ratification. However, before they reach the Committee, regulations are usually subject to a consultation process that gives the motorsport community an opportunity to provide feedback. Further information on this process is available [HERE](#), and members can sign-up for notifications of rule changes.

Consultation is considered by the Discipline Committees and regulation changes are often revised post-consultation before being presented to the Motorsport UK Board.

On rare occasions, regulation changes can be implemented without consultation in matters of urgent safety or for clarification purposes or following recommendations from the Rules Committee to the Board.

- Motorsport UK Board
- Rules Committee
- Motor Sports Council
- National Court

Discipline Committees

- Autotest Discipline Committee
- Cross Country Discipline Committee
- Esports Discipline Committee
- Historic Discipline Committee
- Kart Discipline Committee
- Race Discipline Committee
- Rallies Discipline Committee
- Speed Events Discipline Committee
- Trials Discipline Committee

Cross-discipline Committees

- Judicial Committee
- Medical Committee
- Regional Committee
- Safety Committee
- Technical Committee
- Timekeeping Committee
- Volunteers & Officials Committee

Sub-Committees

- Autocross & Rallycross Sub Committee
- Dragster Sub Committee
- Medical Expert Group
- Sprint & Hill Climbs Sub Committee
- Kart Technical Sub Committee
- Young Officials Sub Committee

Working Groups

- Clerk's & Steward's Working Group
- Marshal's Working Group
- Scrutineer's Working Group
- Rescue & Recovery Working Group
- Training Working Group

EDI

- Equality, Diversity & Inclusion Advisory Committee
- Disability & Accessibility Expert Committee
- LGBTQ+ Expert Committee
- Racial Diversity Expert Committee
- Women in Motorsport Expert Committee
- Sustainability Advisory Committee

Every year we invite applications to join this community, as some committee members retire, creating opportunities for fresh thinking and perspectives. If you would like to get involved in creating the future of motorsport and feel you could contribute your experience, please contact committeeinterest@motorsportuk.org.



Revolution asked six Committee Members to share their experiences of working as part of the Governance team.

Matt Endean Rally competitor



As a committee member I get the chance to help develop the future of our sport, and try to ensure any new rules are effective, enforceable, and manageable by both event organisers and competitors. I see myself at the 'clubman' end of the sport, running and building my own cars and taking part in smaller and bigger events. I am keen to ensure that new rules don't forget those at the smaller end of the sport. An example of this is the work I am leading on creating a new section of rules for Targa Rallying, which is growing in popularity and therefore now needs its own section in the rule book. Anyone can become a committee member. We need representatives from all parts of the sport, it gives you a unique insight into how the sport is run, and you get to develop new friendships and connections within the sport.



Simon Lambert Motorsport Director, Caterham Motorsport



The opportunity to make a positive contribution to the future of our sport; that is the most rewarding aspect of being a committee member – in my case of both the Race Committee and the Technical Committee.

As both an ardent motorsport enthusiast and professional,

I want to see our sport continue and thrive. Motorsport UK does an outstanding job to ensure committees represent a mix of disciplines, experience, and levels (from grassroots to professional), and you truly feel we all have something to contribute.

As Motorsport Director for Caterham, building more than 100 race cars each year, and with one of the UK's biggest race programmes, motorsport technical matters are my day-to-day. But parallel to that role, I also oversee Caterham's engineering team, where the challenges of road homologation (emissions, safety, etc.) are largely the same as for any regular road car manufacturer. I head a group of niche British car manufacturers including Morgan and Ariel, and even for matters like the much-publicised ZEV Mandate, for which I was a consultee involved in

workshops and minister-led round-table discussions, we play a part. Being uniquely placed to offer this direct industry knowledge and experience alongside that from our motorsport activities, I hope I can bring value to the committee and sport.

The sound of committee meetings might cause some to shudder, but I find them interesting and insightful. It is a pleasure to listen to the experience, knowledge, and thoughts of the others. There must be many members within the community that have other broad experience and I would encourage them to become involved, they won't regret it.



Dr Paul Trafford Medical Committee Chair



The Medical Committee is involved in every aspect of the sport, including licencing, safety, and rescue, and setting standards for every discipline. Medical regulation in the UK has evolved, and we must change the way the medical services at events work to ensure we comply with the Medical Colleges and Government requirements. The regulation of medical equipment and drugs is also changing, and this has had an impact on the rescue services we work closely with. We now have nurse, paramedic and doctor representatives on the committee, and the Chair of the Rescue panel and Safety Committee as regular observers, as we all work together as a team at events. It brings together specialists from all areas of medicine and we learn from each other. I was involved as an observer when I was working with the FIA Institute, then as a member, and more recently as Chair. It's incredibly challenging at times, but extremely rewarding and fascinating work allowing us to raise the standards across the UK and work with all our medical teams as well as behind the scenes at Motorsport UK. The committees are vital to the sport and keeping it relevant, anyone who wants to see things change should get involved.

Gemma Price General Manager & Club Secretary, Bugatti Owners Club

Geoff Robinson



I joined the Speed and Women in Motorsport Committees at Motorsport UK a couple of years ago, as I wanted to help protect and grow motorsport for future generations. When I first joined the committees, I was surprised how friendly and welcoming my fellow members and the Executives from Motorsport UK were. Everyone on both committees which I attend has their voice heard and makes a positive difference. If anyone was considering joining a committee, I would highly recommend you do so. It's all about making decisions and recommendations for the greater good of the sport, putting personal agendas aside and protecting the sport we all love.

Josh Bennett National Clerk of the Course

The invitation to join the LGBTQ+ Committee at Motorsport UK was an honour this early in my career.



Motorsport UK, through its committees, is at the forefront of championing inclusivity and diversity within Motorsport. This has been demonstrated within the recently revised EDI policies, and with more set to follow soon, this underlines the commitment of Motorsport UK to drive change forward.

My reasons for participating are from three areas – In 2019, I joined Racing Pride as an Industry Ambassador. At this time that was the first organisation really championing change, so joining a committee was the next step. This has allowed me to work with the team at Motorsport UK to push forward the changes needed to create a more inclusive sport for all. If you have a passion for motorsport and want to help it grow and develop, then the committees are for you.

Christopher Tate, Chair, Motorsport UK Safety Committee

Motorsport at every level is more often a competitive business than it is a collaborative one. But after 40-plus years in the sport and industry, I get much pleasure now from working with the in-house safety professionals at Bicester and linking into that the ideas and experiences of our committee members.



I joined the Safety Committee as the AMRCO (circuit owners) representative some years ago; but soon saw how much more than 'just circuits' is involved in this vital topic. Continuing now into 2024 as Chair, we will have a host of issues to deal with. Once discussed and decided upon a strategy, or a new method of working, the Committee will link with the team at Bicester who implement those decisions. Everyone involved in the sport, whether lead engineer in F1, or a competitor in production car trials, has views and knowledge that are well worth considering. Muttering on the sidelines is easy. I would encourage everyone reading this to think about how they could best give something back to the sport.

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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

APPEAL

Sitting 31st August 2023

Technical Eligibility Appeal

Guy Spollon (Chairman), Mike Harris, John Hopwood

Appellants

W (minor) (By his parent)

X (Minor) (By his parent)

Y (Minor) (By his parent)

Z (Minor) (By his parent)

1. This matter comes before the National Court by way of an eligibility appeal under the provisions of General Regulations 7.2.
2. The four appellants are all Junior Saloon Car Championship competitors who are entered and run by Westbourne Motorsport. They all request that the National Court should deal with their respective appeals together.
3. On 8th July 2023 the Appellants were taking part in a championship event at the BARC race meeting at the Oulton Park circuit.
4. Post qualifying the Eligibility Scrutineer on the day, Jeffrey Nixon, was asked by the Championship Administrator, who was also running a team within this championship, to carry out an inspection of the Appellants' vehicles. Although inspections were undertaken, no non-compliance reports were apparently issued, and the Appellants were allowed to start their races.
5. Following Race 1 all cars that completed that race including those of all four Appellants were held in Parc Fermé. Bonnets were raised on all cars and a visual inspection was undertaken by Jeffrey Nixon who in the interim had spoken to the Clerk of the Course.
6. The Junior Saloon Car Championship Regulations provide at 5.7.2 that:
"Two types of engines are permitted: Mk1 Non Roller Rocker and Mk2 Roller Rocker. Each engine must be built entirely of that mark i.e., one CANNOT mix and match engine parts from one mark to another..."
7. At the outset the cars in Parc Fermé were identified with those fitted with Mk1 engines and those fitted with Mk2 engines. Upon carrying out this inspection all four of the Appellants' cars which were fitted with Mk2 engines were found to have fuel rails and piping as fitted to Mk1 engine cars.
8. The Appellants were advised that their cars were in breach of Regulation 5.7.2. of the Junior Saloon Car Championship regulations. Non-compliance reports were issued, and the offending parts were lock sealed to the engines.
9. The non-compliance reports:
 - a) All refer under the heading / box of Non-compliance to: "Mixing and matching of Mk1 and Mk2 engine components" and reference Regulation 5.7.2. of the Junior Saloon Car Championship regulations.
 - b) Are all signed by the Appellants' parents who state that they do not agree with the allegation of non-compliance with the Regulation 5.7.2.
 - c) All are signed by the Clerk of the Course.
10. What however is not clear from the paperwork is:
 - a) Whether the Appellants were provided with copies of the non-compliance reports and
 - b) Whether the Clerk of the Course gave the Appellants an opportunity to be heard prior to the Appellants being disqualified for a technical infringement of the regulations.
11. The Appellants' appeal to this Court on the basis that:
 - a) The Clerk of the Course's decision is invalid due to procedural irregularity as specified above in paragraph 10 and
 - b) That in any event the championship regulations have not been breached as the fuel injector rail does not constitute an 'engine part', it being part of the fuel system and ancillary to the engine itself.
 - c) The request made to Jeffrey Nixon, the Eligibility Scrutineer, by the Championship Administrator was "potentially in bad faith" due to the fact that he, the Championship Administrator, also runs his own team who are direct competitors of the Appellants and who are liable to benefit from any disqualification of the Appellants.
12. The Court must firstly determine whether fuel rails are engine parts and as such covered by Regulation 5.7.2. or merely ancillary components fitted to an engine. The Court finds that a fuel rail is an engine part within the provision

of 5.7 of the Junior Saloon Car Championship regulations for the following reasons:

- a) An engine is the part of a vehicle that produces power to make the vehicle move. A fuel rail is an integral and essential part of a functioning Citroen Saxo VTR engine. Without one the 'engine' will not run / produce any power.
- b) Section 5.7 of the Saloon Car Championship regulations is actually headed 'Engine' with subsequent sub sections dealing with fuel delivery systems, ignition systems, induction systems, etc.

13. Regulation C.3.1.1 of the General Regulations provides that:

"If the Eligibility Judges of Fact agree that the vehicle or component is ineligible, this will be reported to the Clerk of the Course... who after giving the parties the opportunity to be heard, will disqualify the vehicle from the relevant results unless there are exceptional reasons why this should not be done."

The requirement to provide a party with an opportunity to be heard prior to disqualification is in the Court's view mandatory. As all four Appellants maintain that they were not given any opportunity to be heard prior to disqualification and given that there is no evidence on the available paperwork to suggest otherwise, the Appellants' appeal must succeed on this basis.

14. It is important to note that:

- a) The post-race examination of the various cars in Parc Fermé was correctly undertaken by the Eligibility Scrutineer on the day, Jeffrey Nixon.
- b) Great care must be taken by all those who find themselves in both an official capacity as well as having a personal competition involvement within the same championship that they do not open themselves up to actual and / or potential criticism of being in a position where there might be a conflict of interests.

15. By reason of the matters aforesaid:

- a) The Junior Saloon Car Championship regulations were breached by all four Appellants. The Mk2 engines in their respective vehicles were, but should not have been, fitted with Mk1 fuel rails.
- b) The Appellants' appeals are nevertheless successful because there was a breach of 3.1.1 of the General Regulations.
- c) The Appellants' appeal fees are to be re-imbursed, their disqualification overturned, and their race results re-instated.

**Guy Spollon, Chairman
31st August 2023**

>>>>>



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RIGHT OF REVIEW

The National Court Right of Review Hearing
Sitting On 20th September 2023
Guy Spollon (Chairman) Mike Harris, John Hopwood

Appellants

W (By his parent)
X (By his parent)
Y (By his parent)
Z (By his parent)

- This matter came before the National Court under the provision of General Regulation C.14.6 for a review of the decision made by the Court on 31st August 2023.
- On 31st August 2023 the Court was dealing with a Technical Eligibility Appeal by four appellants all of whom are competitors in the Junior Saloon Car Championship.
- The Court's decision on this appeal was that:
 - A fuel rail is an integral and essential part of a functioning Citroen Saxo VTR engine and rejected the appellants' contention that a fuel injection rail did not constitute an engine part.
 - The Junior Saloon Car Championship regulations which prohibit the mixing of engine components between Mark 1 and Mark 2 engines had been breached by the 4 appellants all of whom had Mark 2 engines in their cars fitted with fuel rails from Mark 1 engines.
 - The appellants' appeals against the decision of the Clerk of the Course to disqualify them for the above eligibility infringement must be allowed as the evidence available to the Court on 31st August 2023 did not show that the mandatory requirements of General Regulations C.3.1.1 had been complied with and, in particular, that the Clerk of the Course, had not given the appellants an opportunity to be heard prior to the imposition of their disqualifications.
- The Championship Clerk, Mr Craig Czornyj, now sought a review of this Court's decision of 31st August 2023 on the basis that:
 - Prior to the imposition of any disqualifications:
 - Each appellant was called before him in turn and presented with the findings of non-compliance.
 - Each appellant was asked if there was anything they wished to say.
 - None of the appellants offered a response to the allegation of non-compliance.
 - His statement of events was both significant and material to the Court's decision and was not available to the Court on 31st August 2023 and was, therefore, new information which should be acted upon.

- The provisions of General Regulations C.14.1.1 provide that a party has the right to request a review if:

"... a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned."
- The Court considers that the facts now disclosed by the Championship Clerk:
 - Are significant and relevant but were not before the Court on 31st August 2023.
 - Were available and should have been before the Court on 31st August 2023. Indeed, no explanation has been offered to the Court as to why the statement and explanation from the Championship Clerk were not made available to the Court.
- In the premises the Court confirms its decision of 31st August 2023.
- The Court hopes that the following recommendations will be considered particularly with regard to future eligibility cases.
 - The paperwork should always record the fact that an actual hearing had taken place prior to the imposition of any disqualification.
 - As it is incumbent upon the Clerk of the Course to enquire positively as to whether there are any exceptional circumstances and / or reasons why disqualifications should not be ordered, the documentation should make provision for:
 - The Clerk of the Course to record what he / she actually asked of the competitor, and
 - The response of the competitor.
 - Clerks of the Course should be reminded that whatever the circumstances or apparent strength of the evidence pointing to illegibility, it cannot and must not be assumed that there are no exceptional reasons and that there are none because the competitor has failed to raise any.
 - Procedures and checks must be put in place and followed so as to ensure that the Court is always provided with all the relevant and necessary documentation and information prior to the commencement of a hearing.

Guy Spollon Chairman
20th September 2023

JUDGEMENTS

Sitting 19th October 2023
Case No. J2023/26
Tony Scott Andrews, David Scott, Richard Norbury

Mr. Jamie Champkin appeared on behalf of Motorsport UK. Lucas Romanek is represented by his solicitor Sarah Franklin and is accompanied by his father Richard Romanek and his sister Alexandra Romanek.

Disciplinary Panel – Lucas Romanek

- This matter comes before the Court under the provisions of General Regulation C.2.6.2 for consideration of whether the imposition of a further penalty is appropriate.
- Lucas Romanek, aged 19 years, was competing at Silverstone in the final weekend of the Formula Ford 1600 Championship on 30th September.
- He was found to have been responsible for a breach of General Regulation C.1.1.9 and having been disqualified from the meeting, his licence was then suspended for thirty days.
- The evidence provided to the Court on behalf of Lucas Romanek is that going into that weekend he was in a position to win the Championship and fully expected to do so. The team of his main competitor, however, had brought into the weekend an additional driver who had raced in few of the previous rounds.
- In the first race Romanek considered the driving of this driver to be reckless and designed to take him off the track. There was contact during the race with the result that the nosecone of his car was "smashed". Although he lodged a protest in respect of that incident, no penalty was applied but the Clerk considered Romanek liable for causing another collision and disqualified him from the race in which he had finished third and imposed four penalty points.
- On appeal to the Stewards, this penalty was reduced to a formal reprimand and two penalty points. He had therefore started third in Race Two during which he considered he had been forced onto the grass by the same driver who weaved and slowed in front of him to such an extent that he had nowhere to go and collided with the rear of the car. He came to the view that the said driver would rather cause a huge collision than let him overtake, considered that it was just too dangerous to continue and withdrew from the race, his Championship hopes at an end.
- It is understood that a Protest about this driver's conduct was made to the Clerk but again no action was taken.

- After this second race when he was clearly upset at what had happened, his father and his sister who were clearly extremely disappointed at what had happened, saw this driver among a group of people walking toward them. Romanek's father took the opportunity to explain his feelings about what had happened and his sister, being very protective of her young brother, joined in. The conversation became very heated and abusive, especially on the part of his sister. This unfortunately was in the full view and hearing of those in the paddock.
- The matter was brought to the attention of the Clerk who, after investigating the matter and considering the video evidence of the altercation, found Lucas Romanek in breach of C.1.1.9, (as he was responsible for the actions of those connected with his entry) disqualified him from the meeting and imposed six penalty points on his licence. The matter was referred to the Stewards who, in the absence of an Appeal, suspended Romanek's licence for thirty days and referred the matter to Motorsport UK.
- It was stressed to the Court that Lucas Romanek had taken no part in this altercation and that he had asked both his father and his sister not to go and speak to the other driver. The point was also made that they had not gone out of their way to go and find the driver concerned but sadly took the opportunity when he came toward them.
- Lucas Romanek addressed the Court and expressed his regret at what his family members had said and done.
- Both his father and his sister also addressed the Court and expressed their regret at what had happened and apologised unreservedly.
- The decision of the Court is that the licence of Lucas Romanek will continue to be suspended until 31st December this year but that such suspension shall itself be suspended until that same date on terms that any repetition of such conduct as occurred on this occasion will be referred back to this Court.
- Romanek is ordered to pay a fine of £250 and a contribution toward the costs of this Court in the same sum of £250.

Tony Scott Andrews
19th October 2023

Sitting 19th October 2023
Case No. J2023/27
Tony Scott Andrews, David Scott, Richard Norbury

Mr.Jamie Champkin appeared on behalf of Motorsport UK.
Mr Bryn Griffith appeared on behalf of both Callum Greatrex and Jason Greatrex.
Disciplinary Panel – Jason Greatrex and Callum Greatrex

1. This matter comes before the Court under the provisions of General Regulation C.2.6.2 for consideration of whether the imposition of a further penalty is appropriate.

2. This matter relates to a number of incidents arising out of a round of the BRSCC Mazda MX5 Championship held at Donington Park on September 9th this year and involving both Jason Greatrex and his son Callum Greatrex, drivers of cars 33 and 34 respectively. As a result of those incidents each of them were convicted of an offence under General Regulation C.1.1.9 and their licences suspended for thirty days.

3. It is agreed that both matters will be heard together.

4. The facts before the Court are that prior to the first race for Mazda MX5s an anonymous note was handed to the Clerk of the Course which referred to a conversation between two drivers which had been overheard, one advising the other not to “get in the way.” The Clerk received also a verbal report that drivers of cars 33 and 34 “were out to get Steve Foden.”

5. In Race One, it is said the car driven by Foden had a mechanical problem, slowed, came across the track to the left and went onto the grass. He rejoined just as cars 33 and 34 were passing and there was side to side contact with each. Notwithstanding this, all cars continued, Callum Greatrex was placed first, his father second.

6. The incident resulted in a hearing before the Clerk when each Greatrex said they assumed Foden was pulling off the track with whatever the problem was and why would they risk making contact when Foden rejoined?

7. The Clerk made reference to the anonymous note, heard Callum Greatrex’s denial that any such conversation had ever taken place and suggestion that enquiries be made of the other party to the alleged conversation but concluded that the collisions were deliberate and premeditated.

8. Callum Greatrex was disqualified from the meeting with six penalty points on his licence as was his father, Jason.

9. On receiving this decision Callum Greatrex used abusive language to the Clerk, left the room continuing to swear and on leaving the building slammed the door with such force that it caused some damage to the door and wall.

10. Shortly after he returned, waited for some time to see the Clerk and apologised for his actions.
11. Appeals were lodged by both parties and their appeals were heard the following morning. That of Callum was allowed, the Stewards finding that the contact resulted from Foden rejoining the track as car 34 was passing and that it was a racing incident. The result of this was that car 34 would start Race Two from pole position.

12. The Appeal of Jason Greatrex was dismissed, and he returned to their awning to prepare his son’s car for the race, his own Championship aspirations now at an end.

13. A little while later Callum Greatrex was required to attend before the Clerk once again to answer to his abusive conduct of the previous evening. He is said to have accepted and understood that his conduct was unacceptable. He was once again disqualified from the meeting.

14. On returning to his awning by bicycle he passed the Foden awning, stopped and made threatening comments. He then cycled away but returned to confront and be abusive to a Foden team member which culminated in Greatrex spitting in that person’s face.

15. The version of that incident given by Callum Greatrex is that as he cycled past, he saw someone standing by Foden’s car who he maintains was making provocative comments and who gave him what he referred to as “a rude hand gesture”. He then went back to confront the individual about his comments and after what is described as a heated exchange, he spat in the other persons face.

16. It would seem that after only a few minutes after returning to his own awning and advising his father that he would not be racing after all, Foden’s car was passing on its way to the assembly area. Callum Greatrex having caused the car to stop then picked up his bicycle and threw it at the car and proceeded to kick the door. His father is also said to have kicked the car which then continued on its way.

17. We therefore have a situation involving Callum Greatrex where there have been incidents of abusive language to race officials, presumably unintended damage to a door and wall, a heated and abusive exchange of words with another competitor’s team member, throwing a bicycle at and kicking that competitor’s car and spitting in someone’s face.

18. So far as Jason Greatrex is concerned, he is before the Court for also kicking Foden’s car.

19. Bryn Griffith, Counsel for both Jason and Callum Greatrex, submits that while not in any way excusing them, all the actions of his clients stemmed from a deep sense of injustice at the way in which they believed they had been treated. Although the Steward’s hearing Callum’s Appeal had quite properly stated that they placed no reliance on the anonymous note and reported conversation, the Clerk would seem to have given wholly unjustified and quite inappropriate credibility to them in determining that the on-track contact had been premeditated and deliberate, a view perhaps difficult to dislodge throughout the ensuing events. A statement is now before the Court made by the other party to that alleged conversation denying all knowledge of it ever having taken place.

20. Jason has been racing for twenty-five years, twelve of them with the Mazda MX5s and was fighting for the Championship. Donington was his son Callum’s first race after a year out and they were delighted at the end of Race One as Callum had actually won it and it was their first ever one-two result. The disappointment at being disqualified by the Clerk, seemingly due in large part to a finding based on an anonymous note that it was deliberate and premeditated, was huge. He left the Clerk’s office without comment.

21. He was clearly upset and disappointed at his son’s further subsequent disqualification and inability to race and accepts that in sheer frustration he kicked out at Foden’s car, an action for which he unreservedly apologises and readily acknowledges as being unacceptable.

22. Reference is made to all that Jason has done to promote club motorsport over many years and the help given to others. As a result of whatever had happened at the previous round at Cadwell Park also believed to involve Foden, Jason had received penalty points on his licence, the first in twenty-five years of racing.

23. Callum, as he should, also apologises for his actions. He knows they are unacceptable and bitterly regrets them. He had felt that the Clerk had not dealt with him fairly and his frustration was only increased when, having been reinstated by the Stewards on Appeal, he was promptly disqualified again by the Clerk for his actions the previous night for which he had apologised. The immediately following confrontation with Foden’s team member and then explaining to his disappointed father that he had been disqualified again was very much in his mind when he saw Foden’s car driving past to join the race where he would have been on pole position after saving up for a year and doing one final race.

24. Both Jason and Callum verbally offered their apologies to the Court.
25. In conclusion Mr Griffiths maintains that his clients had been subjected to a manifest injustice at the hands of the Clerk and that their subsequent actions were wholly out of character. His clients knew full well that their actions were unacceptable and very much regretted what had happened.

26. For Jason Greatrex, the Court accepts that his actions in kicking Foden’s car were entirely out of character and borne out of his frustration and sympathy for his son’s predicament and extreme disappointment. The Court accepts his apology and genuine sense of contrition for his actions especially after so many years of participation in and contribution to motorsport.

27. Jason Greatrex’s licence is to be suspended for a period of twelve months, the last six months of which are to be suspended.

28. He is to pay a fine of £1,000 and pay a contribution to the costs of the Court in the sum of £250.

29. For Callum Greatrex, the Court considers his actions utterly unacceptable in every respect in particular the abhorrent act of spitting in someone’s face. It is conduct which on the face of it warrants a substantial penalty. The Court does, however, take note of Mr Griffith’s contention that it was the weight and credibility given by the Clerk to the anonymous note and report which effectively set the tone for all that followed. While in itself inappropriate, it does in no way excuse what followed.

30. The Court finds it difficult to accept that those appalling actions were committed by the apologetic and contrite young man who appears before them today and to accept that they are, as claimed, out of character. Nonetheless the Court notes the voluntary apology given to the Clerk for his actions that evening and the very many and very effective and supportive character references which Mr Griffith puts before the Court which relate to both Callum and his father.

31. In view of that, the Court considers that a more lenient sentence than might otherwise have been justified by his conduct is sufficient on this occasion.

32. Callum Greatrex’s ability to hold a licence is suspended with effect from today for a period of five years, the first two years to be effective, the last three to be suspended.

33. Callum is fined the sum of £1,000 and ordered to pay a contribution toward the costs of the Court in the sum of £250.

34. The period of suspension of licence in the case of both Jason Greatrex and Callum Greatrex will be effective from the date of this hearing.

Tony Scott Andrews
19th October 2023

Sitting 18th October 2023
Case No. J2023/28
Tony Scott Andrews, David Scott, Richard Norbury

Mr. Jamie Champkin appeared on behalf of Motorsport UK
Mr Horton did not appear and was not represented.
Disciplinary Panel – Paul Horton

1. This matter comes before the Court under the provisions of General Regulation C.2.6.2 for consideration of whether the imposition of a further penalty is appropriate.

2. Horton is not present but the Court, having seen a copy of both the Summons and Horton’s somewhat pithy reply confirming not only his non-attendance today but also his opinions regarding both NKC and Motorsport UK, are satisfied that Horton is aware of the hearing today such that it is appropriate for the matter to be heard in his absence.

3. The facts are that at an Interclub meeting at Forest Edge organised by Forest Edge Kart Club on 3rd September this year the Clerk of the Course received a report from the Chief Scrutineer that while in parc fermé the adult competitor Paul Horton had used abusive and inappropriate language to another competitor who was a minor and had threatened “to lamp him.”

4. The parties concerned were required to attend the Clerk’s office. The Clerk states that, on entering the office, Horton was very aggressive and in fairly graphic terms, complained about the lack of action about driving standards, and threw his licence at the Clerk saying that he didn’t want it. He is said to have then stormed out of the office, pushing the other young driver out of the way in the process.

5. The Clerk followed Horton out of the office and asked him to stop as he wished to discuss his, Horton’s, behaviour. Horton retorted that he didn’t care and, presumably trying to be helpful, suggested what the Clerk could do with his licence.
6. Horton said he was leaving the circuit and “not to stop him.”

7. In Horton’s absence, the Clerk having considered the Reports from the race and ascertained that Horton had been reported for causing a collision as well as for overtaking under yellow flags after taking the chequered flag, disqualified Horton from the meeting for his use of abusive and threatening language (C.1.1.9), a five second penalty for the yellow flag offence and a further disqualification for causing a collision (Q.12.21.4).

8. The view of the Court, having considered the reported facts and for the sake of clarity having consulted the OED as to the correct meaning of to “lamp” someone, considers that, as Horton clearly stated that he didn’t want his licence, it would be entirely appropriate to assist him in that regard.

9. The Court accordingly Orders that:

a. Horton’s existing licence be suspended for the remainder of this calendar year.

b. Horton do pay the sum of £250 as a contribution toward the costs of the Court.

c. No further licence of any description be issued to Horton prior to 1st January 2025 and then only if the said £250 costs have been paid.
- Tony Scott Andrews
18th October 2023
- NATIONAL COURT
- Sitting 18th October 2023
Case No. J2023/29
Tony Scott Andrews, David Scott, Richard Norbury
- Mr. Jamie Champkin appeared on behalf of Motorsport UK
X by his PG Licence Holder did not appear and was not represented.
Disciplinary Panel – X (minor)
1. This matter comes before the Court by virtue of X having been convicted of breaching National Competition Rule C.1.1.5 while competing at an Interclub event held at Clay Pigeon on 13th August this year, organised by Clay Pigeon Kart Club. In respect of this breach the Clerk of the Course imposed a penalty of disqualification from the race. A fine of £250 was also imposed for leaving the venue prior to the hearing before the Clerk. The Court is asked to consider further breaches of the National Competition Rules referred to below.

a) A.10.1.4

b) H.1.1.

c) H.23.1.1

d) H.32.1.6.

2. The regulations referred to at a, b, and c above, in general terms, require compliance with driving standards, the General Regulations, and with certain requirements and undertakings. That at “d” requires inter alia competitors to remain available at an event until any protest period relating to their event has elapsed failing which any judicial action may be heard in their absence.

3. The “on track” element of this matter originated from understandable concern on the part of Motorsport UK as to the seriousness of the incident. The report before the Clerk indicated that the kart driven by X “hit another kart at speed, riding up over it making impact with head and arm before descending over the front of the kart back to the ground”. The PG Licence Holder having witnessed the incident has a different version of events.

4. The Court accepts that, on the basis of the Report, it was a considerable collision. In the intervening period, however, no further information has become available such that the above report is all that is before the Court. There is no video evidence nor anything to suggest medical assistance was sought. As it is noted also that the penalty imposed by the Clerk was less onerous than it could have been this Court considers it inappropriate to impose any further or greater penalty.

5. With regard to the offence under H.32.1.6 referred to above, the Court does, however, note no little correspondence between the PG Licence Holder and Motorsport UK regarding his failure to attend the Clerk’s hearing with his son. This was heard and concluded in his absence, despite attempts to locate him, the paddock speaker system apparently being defective in places and being informed that X and the PG Licence Holder had left the circuit. The PG Licence Holder, while not able to say precisely when he did leave the circuit, asserts that he did not leave the circuit “until at least 20 minutes after the race”. The protest period referred to above is, of course, thirty minutes and the hearing took place during that period.

6. It appears to the Court, however, that there is no merit in any action other than noting the contrary views expressed in the correspondence which is before the Court. The Clerk imposed a fine of £250 effectively for the PG Licence Holder’s non-attendance having left the circuit and his decision to do so is not and has not been subject to an appeal.

7. The Court notes also that the said fine remains unpaid and X’s licence remains suspended pending payment.

8. If time to pay is required application should be made.

9. The Court makes no other findings.

Tony Scott Andrews
18th October 2023

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Revolution - November 2023

Revolution - November 2023

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What is your earliest memory of motorsport?

Watching a family friend in the Funcup Championship at Silverstone – they inspired me to start racing!

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

Moving up the GT Championship this year. It was a big step for me, but I have loved racing and learning the car as the year went on.

And the lowest low?

Not being able to race due to an injury last year in Ginetta Juniors.

What has been the biggest opportunity you have had?

Being accepted on the Motorsport UK Academy, because it has allowed me to develop as a driver and meet many new people.

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

To race at Le Mans. To achieve this, I want to move into GT endurance racing and progress up the ladders of motorsport.

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

Mike Wilds. I met him earlier this year and the experience and advice he has was amazing to listen to and learn from.

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

All the many different areas of driver development. Attending days with iZone and Porsche, as well as DiSE lessons, have allowed me to understand more about myself as a driver.

What has been the biggest challenge this year?

My season is going really well, and I keep progressing each round. The biggest challenge for me this year has been racing with slicks. It was new to me and understanding how to work them on the out lap and manage them through the race has been a real learning experience for me.



Harry Stubbs

Born:

Chester,
9th November 1997

Academy Programme:

Co-Drivers

Competes: Scottish Rally Championship and ANWCC

Recent Results:

Mull Rally – 33rd
Trackrod Historic Cup – 9th
Grampian Forest Rally – 33rd, 1st in class
Argyll Rally – 22nd, 1st in class
Donegal International – 52nd, 2nd in class

What is your earliest memory of motorsport?

My Dad competed as a co-driver, so I was always around motorsport, but one of my most vivid memories was at the Manx International when I got my first taste of Group B cars in Castletown Square. They did a demonstration run through the stage and that had me hooked straight away.

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

Competing on events that I grew up watching when I was a child. While it is not the world stage, getting the opportunity to do events like Donegal International and the Manx is a real buzz and being able to compete on classic stages such as Knockalla and Druidale just proves that nothing is out of reach.

And the lowest low?

I have not really had one. It is always disappointing if we crash, have an issue, drop time, or retire, but you must be able to pick the positives out of a situation and look to build on what has happened and improve for next time.

What has been the biggest opportunity you have had?

Getting into the Academy is one of them, but having the opportunity to compete on the East African Safari Classic at the end of the year has got to top the lot.

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

I enjoy competing to the best of my ability and I would love to progress to higher levels in the sport and push my skills further.

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

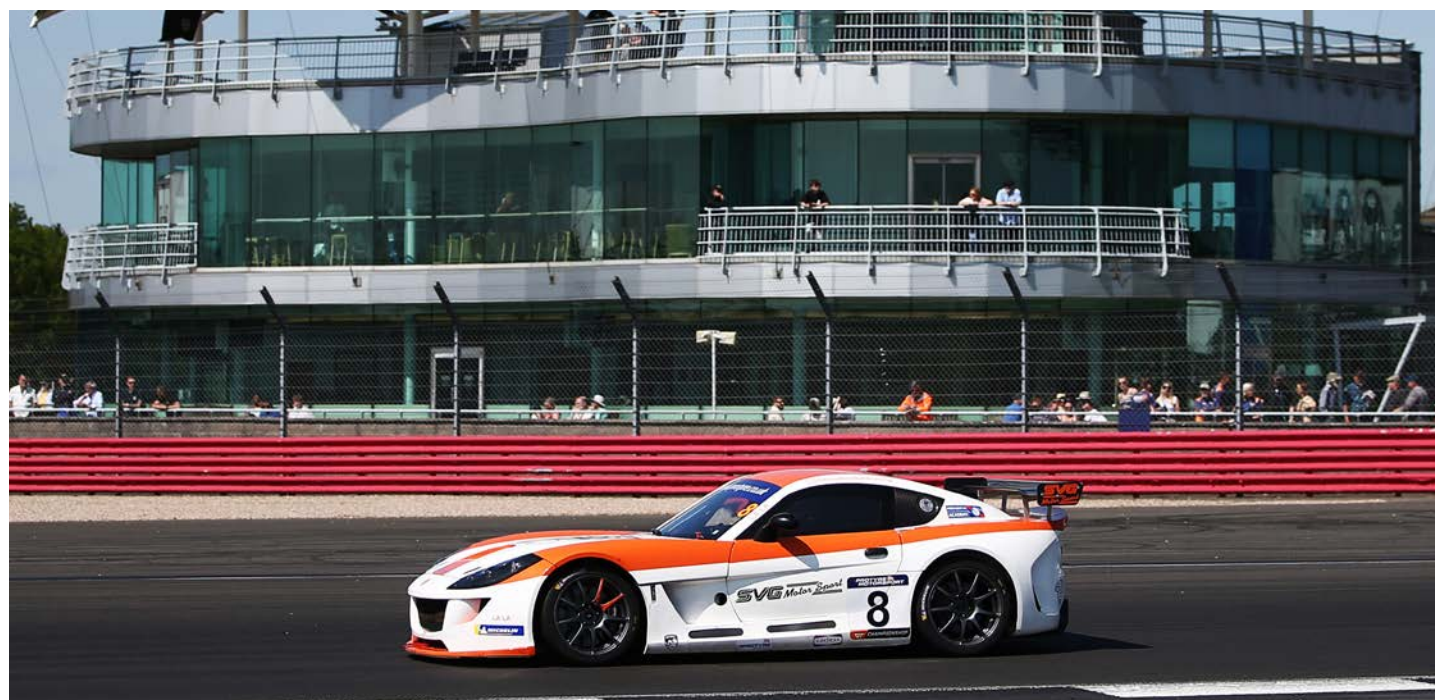
I would have loved to spend some time with Craig Breen. His passion for the sport and his positivity was second to none. He was an inspiration to many people within the sport.

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

Learning how different people operate on the build-up, during and after an event, and being able to use all the elements that work for me to raise my skills.

What has been the biggest challenge this year?

This year is going well now. I have competed on more than 20 events across the UK and Ireland and later this year I will be taking on the East African Safari Classic. That could be a challenge, but with the team I will have around me at the event, I believe everything will be fine.



Jonny Edgar

Born:
Whitehaven,
13th February 2004

Academy Programme:
Team UK

Competes: FIA Formula 3

Recent Results:
FIA F3: Monza feature race – 1st
Drivers' Championship – 13th
Teams Championship – 3rd

What is your earliest memory of motorsport?

The first time I drove a Bambino kart at my local circuit, Rowrah, when I was just three years and two months old. I have had 13 relatives who have competed in karting, so following in their footsteps was kind of inevitable!

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

Winning the ADAC German F4 Championship in 2020 with Van Amersfoort Racing. It was a tricky year in terms of travel, due to Covid restrictions, but it was a definite high point in my racing journey.

And the lowest low?

Early in the 2022 season I became very ill and was subsequently diagnosed with Crohn's Disease. This meant I had to miss several months of the season to receive treatment and rebuild my overall health and fitness.

What has been the biggest opportunity you have had?

After becoming European OKJ Karting Champion in 2017, I was invited to join the Red Bull Junior Team. This was an amazing opportunity for me and something I was privileged to be a part of for five years.

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

I would love to move into the sports car arena and have a successful career as a professional racing driver.

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

I think Fernando Alonso would be an amazing person to offer career advice as he has such a wealth of experience, and he has been successful in so many different disciplines of motorsport.

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

The Motorsport UK Academy has given me a great opportunity to be involved in many team-building activities and to receive advice on a whole range of other topics. There are so many things that I have learned about that are beneficial to my racing including nutrition, fitness, finances, and psychology.

What has been the biggest challenge this year?

The first half of the season racing in the FIA F3 Championship was difficult, but from the mid-point onward, things improved gradually – and I ended up with a win the final race of the season! That was a definite highlight, and I finished 13th in the overall standings.



Alistair Cresswell

Born:
Worcester, 7th September 2005

Academy Programme:
Team UK Futures

Competes:
British Karting Championship

Recent Results:

British Open championship – 3rd
English Championship – 1st
British Karting Championship – 11th
Kart Masters Grand Prix – 11th
British Open Championship 2022 – 1st

What is your earliest memory of motorsport?

Going to Hill Climbs with my dad and my grandparents, supporting him and watching him race.

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

Becoming double English Champion and being consistently at the front of the biggest kart race in the UK, the Kartmasters GP.

And the lowest low?

When leading the British Championship by more than 25 points in 2021, only for my engines to blow up and force me to sit out and watch the last race. Watching my opponent take the lead and the championship off me was not nice.

What has been the biggest opportunity you have had?

Being able to do my work experience with the Extreme-E racing series, learning everything about a new category and giving myself a goal outside of being a driver.

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

To make a living out of racing, as I could not imagine myself away from a track! That could be coaching, driving or as a team manager, just being near a track is good enough. I understand there are many restrictions when it comes to racing, particularly financial backing, but I will definitely find a way to be at a racetrack.

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

My team manager, Tim Wilson, as he is very knowledgeable when it comes to real-life situations and motorsport situations. He has already helped me a lot and will most likely continue to help me throughout my career.

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

That no matter how far up or down the racing ladder people are, they are always so kind and respectful to each other, really proving the 'Race and Respect' mantra.

What has been the biggest challenge this year?

This season has been a rollercoaster of events, with many problems throughout this year. My biggest challenge has been trying to compete with drivers that have a lot more experience and more financial backing to put towards racing, as it makes it very hard to compete at the front.



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Circuit Racing is high energy and high drama, with cars racing wheel-to-wheel chasing down the chequered flag. Many different Motorsport UK licensed Championships are run each year, both for mixed car fields and single make series. Here are some of the numbers behind them

1

The number of days it takes to get an ARDS licence, including participating in a course

14

The age at which a child can apply for a Junior ARDS license to race in Junior Championships such as Junior Ginetta, T-Cars or SaxMax

17

The number of Motorsport UK licensed race circuits in the UK

25

The number of different racing championships run under the BRSCC (British Racing and Sports Car Club) banner, with 35 race meetings held throughout the year

1912

The year the Club that would become BARC (British Automobile Racing Club) was founded as The Cyclecar Club. It became BARC in 1949

3

The number of sections the ARDS written test is comprised of – Flags, Safety, and General Motorsport UK Knowledge

4

The number of days a circuit marshal must volunteer for within a year to follow the Marshals' Pathway

13

The number of accredited member schools of the Association of Racing Driver Schools (ARDS) around the UK

1600

The number of Graded Race Marshals

104

The price of a Motorsport UK Racing Starter Pack, which is the first step to getting on track

65,000

The value of the BRSCC Fiesta Junior Championship Scholarship prize for 2024, open to anyone born between 1st January 2007 and 8th March, 2010



Find out more about Circuit Racing [HERE](#)

Coppermines Grizedale Stages

1st-2nd December, Ambleside, Cumbria

The Coppermines Grizedale Stages brings the curtain down on the 2023 Motorsport UK English Rally Championship, in association with Seacon UK. Based in Ambleside, the event offers competitors one stage in the dark on Friday evening prior to an overnight halt and the remainder of the competitive mileage on Saturday. Winners of the recent Cambrian Rally, Russ Thompson and Steve Link were the highest-placed ERC contenders on last year's Grizedale Stages, but no one can predict the overall winner until the results are declared.

www.grizedalestages.co.uk



Kevin Money

Clee Hills Trial

Sunday 21 January, Ludlow, Shropshire

This will be will by the 40th running of the popular classic trial for cars and motorbikes. Following the success of recent editions, the trial will incorporate up to 12 competitive sections around Wenlock Edge in Shropshire. New for 2024, the event will be run by Midland Manor Motor Club in combination with the Association of Classic Trials Clubs.

www.cleehillstrial.info



Paul Lawrence

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

KNC Groundworks Scottish Rally Championship



AF Motorsport Media

David Henderson and Chris Lees wrapped up their first KNC Groundworks Scottish Rally Championship title with a win on the final round of the season, the Carlisle Stages Rally, after another final stage shootout. On the 2nd loop and they recorded second fastest time in stage 4 before another fastest time in 5 brought them up to second equal with John Wink and Neil Shanks with just the last stage remaining. When Michael Binnie and Kirsty Riddick slid out of the event the tie for second was now the fight for the win, with Henderson & Lees on top by seven seconds at the finish.

Final Championship Standings

1st	David Henderson	147 points
2nd	Jock Armstrong	143 points
3rd	John Wink	136 points

The GB3 Championship



James Roberts

Callum Voisin is the new GB3 Champion, after clinching the crown in the final race of the season at Donington Park. The British-Swiss driver headed into Sunday with a chance of taking the title at the first time of asking in this morning's race two, but his nearest rival Alex Dunne threatened to spoil the party after battling past to take his fifth win of the year. However, Voisin still held a strong margin in the standings, and needing to finish 12th in the reverse grid race three to wrap up the title, did just that after fighting up the order from 22nd.

Final Championship Standings

1st	Callum Voisin	484 points
2nd	Alex Dunne	466 points
3rd	Joseph Loake	417 points

Motorsport UK British Rally Championship



JEP

Garry Pearson secured a Motorsport UK British Rally Championship (BRC) victory, by taking second overall at the Visit Conwy Cambrian Rally, the final round of the 2023 season. The Duns driver and co-driver Hannah McKillop pushed eventual rally winner Tom Cave throughout each of the event's five tests, to take their Pirelli-shod Volkswagen Polo GTi to Pearson's maiden BRC victory and more importantly, sealing second place in the championship behind title holder Adrien Fourmaux.

Final Championship Standings

1st	Adrien Fourmaux	130 points
2nd	Garry Pearson	81 points
3rd	James Williams	54 points

SBD Motorsport UK HSA British Sprint Championship



Steve Miles

After four consecutive weekends of competition, the championship still wasn't decided as the field travelled to Castle Combe. Pete Goulding on 444 points had a single-point lead over Graham Blackwell, both driving 1.6 turbo EcoBoosts. Three points were on the table, with two wins and a class record, as both drivers were dropping second place scores. A tie would mean Goulding would win on countback rules. Timed run 2 became the penultimate scoring round of the 2023 championship and would decide the winner. Blackwell posted a strong run, but was 0.18 secs slower than Pete Goulding, who had won a run-off, taking the 2023 SBD British Sprint Championship title.

Final Championship Standings

1st	Pete Goulding	445 points
2nd	Graham Blackwell	443 points
3rd	Stephen Miles	432 points

Intelligent Money British GT Championship



Darren Leung and Dan Harper, and Erik Evans and Matt Cowley are the 2023 Intelligent Money British GT champions after GT3 and GT4 drivers' titles were decided in dramatic fashion during an end-of-season 'Donington Decider'. Barwell's Shaun Balfe and Sandy Mitchell winning for a second time this year despite serving an early drive-through penalty perfectly illustrated what an unpredictable race this was. However, it was Academy's Mustang which overturned both a 16.5-point deficit and 46 seconds of additional pitstop time, to emerge victorious both on the road and in GT4's six-way title showdown.

Final Championship Standings

GT3		
1st	Darren Leung / Dan Harper	176 points
2nd	James Cottingham	163.5 points
3rd	Jonny Adam	162 points
GT4		
1st	Erik Evans / Matt Cowley	144.5 points
2nd	Jack Brown / Charles Clark	124.5 points
3rd	Ian Gough / Tom Wrigley	117.5 points

Motorsport UK Pirelli Welsh Rally Championship



Russ Thompson and Stephen Link have kept the fight for the 2023 Motorsport UK Pirelli Welsh Rally Championship overall drivers' and co-drivers' titles well and truly alive after scoring maximum points on the Visit Conwy Cambrian Rally last month. Their first Pirelli Welsh win since the 2019 Woodpecker Rally – the year in which they finished runner-up in the championship – ensures that the titles won't be decided until the final round of the series, the Wydean Stages Rally on Saturday 18th November.

Latest Championship Standings

1st	Matthew Hirst	125 points
2nd	Simon Rogers	115 points
3rd=	Martyn Andrews	111 points
3rd=	Russ Thompson	111 points

Motorsport UK British Rallycross Championship



Reigning Motorsport UK British Rallycross Championship 5 Nations Trophy champion Patrick O'Donovan secured double victory in Lydden Hill's annual fireworks rallycross season-finale to claim a second-straight title. O'Donovan took the top qualifier position in Round 10 on Saturday, won the first semi-final then led the night-race final from start to finish. He then overcame transmission failure in Q2 in the final round on Sunday to win both his semi-final and the final to secure the championship title.

Final Championship Standings

1st	Patrick O'Donovan	140 points
2nd	Ollie O'Donovan	123 points
3rd	Jack Thorne	117 points

British Historic Rally Championship



Hereford driver Roger Chilman and co-driver Patrick Walsh became the 2023 Fuchs Lubricants British Historic Rally Champions after taking their Ford Escort MKII to third at the Carlisle Stages Rally last month. Chilman headed into the final round with a head-to-head race for the crown with Nick Elliott and Dave Price in their Fiat 131 Abarth. It was Chilman's to lose, with Elliott needing to win to even stand a chance of the title, but after Elliott beached the Fiat for nine minutes. Chilman kept his head over the remaining stages and the championship was sealed – also taking the Category Three [cars registered between 1975-1981] title in the process.

Latest Championship Standings

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

Wera Tools British Kart Championships – Rotax and Honda



Louis Large



Kai Hunter



Cole Denholm



Macauley Bishop



Ryan White

Rotax and Honda were the last of the British Karting Championships to finish their season, with a deciding round at PFI in October. Kian Burnard won the final of the MiniMax event, but it was not enough to take the title, despite eventual champion Emerson Macandrew-Uren failing to finish. Two points separated three drivers in MiniMax 950 going into the event and it was Cole Denholm who claimed the crown by winning the final, with his two title rivals both receiving five-second

penalties. Macauley Bishop completed a strong season in Junior Rotax, signing off with another win in the final, while Kai Hunter put in a similarly strong performance in the Senior Rotax, also taking the title with victory in the final. In the Honda Cadets, Ryan White took the title with a win in the final. The event also saw a battle for the Rotax 177 O Plate, with Louis Large winning the final ahead of Lewis Halliday and third-placed Callum Porter.

MicroMax

1st	Emerson Macandrew-Uren	763 points
2nd	Kian Burnard	755 points
3rd	Edward Haynes	754 points

MiniMax

1st	Cole Denholm	776 points
2nd	Albert Friend	771 points
3rd	Jacob Ashcroft	761 points

Junior Rotax

1st	Macauley Bishop	797 points
2nd	Ethan Jeff-Hall	737 points
3rd	Joshua Graham	722 points

Senior Rotax

1st	Kai Hunter	775 points
2nd	Matthew Higgins	745 points
3rd	Sean Butcher	733 points

Honda

1st	Ryan White	596 points
2nd	Max Taddei	571 points
3rd	Ed Spain	561 points

Rotax Teams

1st	DHR	644 points
2nd	Strawberry Racing	618 points
3rd	Argenti Motorsport	602 points

Chassis Manufacturers

1st	BirelART	1361 points
2nd	Tonykart	1280 points
3rd	KR	1249 points

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The MPB Parting Shot

With many titles already decided, the Junior British Rally Championship contenders became the focus for the Visit Conwy Cambrian Rally, the final round of the 2023 season. A head-to-head title fight ensued between Kyle White and Kyle McBride, with White just needing a finish to claim the crown that he had been trying to secure since 2021.

There was drama early on for White as his Peugeot 208 Rally4 suffered a boost issue on the very first stage, allowing McBride to head off into the distance. However, White and co-driver Sean Topping nursed the Peugeot back to service where an ECU reset was carried out, ensuring the car was back to full health for the afternoon loop. McBride took the rally win, with his impressive pace, while White returned a mature drive over the remaining tests, doing all he needed to do to take the Junior BRC title back to Northern Ireland.

