


# Revolution

January 2024

The official magazine of  motorsport uk

## BUILDING MOMENTUM FOR MOTORSPORT IN THE UK



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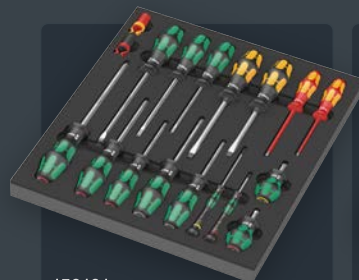
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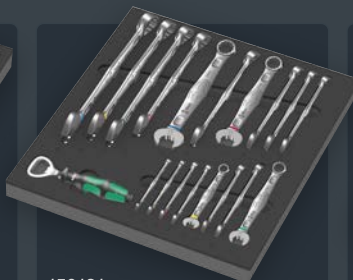
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In this issue: **Building Momentum** – Motorsport UK Chair David Richards steers us in to 2024. **Club Awards** honouring the volunteers and Clubs that made 2023 a great year for motorsport; **Take Part in Drag Racing** – how you and your club can try this high intensity motorsport. **Go To Wiscombe Down** – a handy guide to this stunning Hillclimb venue. Plus: The return of British Cross Country Championship, new Esports championships, National Court reports and more...

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**1979**  
After ten years of ownership, David Richards claims his first victory. A year later, he drives a Ford Escort to win the British Rally Championship. Richards later founds Prodrive, one of Britain's best and most successful racing-engineering companies, which goes on to win titles in a variety of disciplines including rallying and the British Touring Car Championship.

**1981**  
David Richards co-drives Ari Vatanen in a Ford Escort RS 1800 to become the first Briton to win a World Rally Championship. Richards later founds Prodrive, one of Britain's best and most successful racing-engineering companies, which goes on to win titles in a variety of disciplines including rallying and the British Touring Car Championship.

**1982**  
The first British Rallycross Grand Prix is held at Brands Hatch. The event helps the sport, which has already grown in popularity through the 1970s, become a TV sensation during the 1980s. Rolf Nilsson wins the first British Rallycross GP in his Porsche 911SC.

**1984**  
McLaren wins its second F1 constructors' title to begin an unmatched period of British domination in Grand Prix racing, shared with Williams and Benetton, that will last until 1999. Over the course of 15 years, McLaren and Williams claim seven teams' titles each.

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**What's On this month**



# A new UK motorsport horizon in a changing world

Motorsport UK Chair David Richards CBE reflects on the way the governing body is changing and looks ahead to the challenges and opportunities for British motorsport in 2024

The role of Motorsport UK has changed dramatically in the last five years. When I came on board and our CEO Hugh Chambers joined us in 2018, we were very much a regulatory-focused governing body. We did a very competent job of supplying the regulatory framework for the sport, but we were missing the fundamental role of promoting motorsport in the UK.

From day one, that was our focus: how would we make Motorsport UK more of a proactive body that represented the sport, promoting it to a wider audience and with a strong presence in government. I believe we have gone a long way to delivering that and last year saw a lot of elements coming together to steer the way forward.

The headcount on the regulatory side has remained similar but we have significantly expanded our commercial and marketing teams. We are running some British championships ourselves now and actively promoting the sport – and because we have commercial partners, that part is self-funding, so we have vastly improved the promotion of the sport at no cost to the licence holders.

Indra Flack



## 1979

After ten years, Williams claims his first Drivers' Championship. A year later, Jones, then a rookie, wins the title with Keke Rosberg. Piquet, Nigel Mansell, Prost, Damon Hill and Villeneuve over the course of the next two decades.

## 1981

David Richards co-drives Ari Vatanen in a Ford Escort RS 1800 to become the first Briton to win a World Rally Championship. Richards later founds Prodrive, one of Britain's best and most successful racing-engineering companies, which goes on to win titles in a variety of disciplines including rallying and the British Touring Car Championship.

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## 1984

McLaren wins its second F1 constructors' title to begin an unmatched period of British domination in Grand Prix racing, shared with Williams and Benetton, that will last until 1999. Over the course of 15 years, McLaren and Williams claim seven teams' titles each, with Enstone-based Benetton



We have changed the way we operate, from being a reactive organisation to one that is proactively looking to the future. I would like to think we are also a receptive and listening organisation these days that responds positively to our members and is always open to discussing new ideas.

We have also changed the role of our Motorsport Council. We now have a Rules Committee that focuses on that area and the Council, which involves some of the most knowledgeable and experienced people in UK motorsport, has a more strategic remit, debating key topics and downloading that experience and information to help direct the future of the sport.

On the international stage, our influence has grown significantly. Five years ago, we were not represented on the FIA World Motor Sport Council, but I now sit on that body and Hugh and I attend all the meetings. We also have representation on most of the FIA Commissions and, importantly, we are listened to and regarded as a benchmark for other ASNs.

Over the last five years, we have put all these foundations in place and now is the time when you will start to see the benefits coming through and the development of those ideas coming to fruition – things such as toolkits for Clubs to develop activities, and a new digital Blue Book, with a better coordinated set of rules for 2025 which will start to be trialled on events this year.

#### *StreetCar events have helped boost grassroots motorsport*



#### **Clubs are the beating heart**

The fact remains that most people in Britain – with the exception of our licence holders – think that Formula 1 is the only form of motorsport that exists. However, while it was fantastic to see the British Grand Prix as high profile as ever this year – and to see two British drivers on the podium – it is the smaller grassroots events that really excite me.

It is great hearing about people taking part in their first event. I still remember the feeling I had on the first Rally I ever took part in, and I am sure newcomers to our sport still experience the same excitement and enthusiasm as I did back then. There is huge scope for people to get involved and we are working hard to develop easy entry points for newcomers.

The executive team, led by Hugh, attended many different events around the country last year and I particularly enjoyed the Sprint in Watergate Bay, where an electric car set the fastest time. That really sets the marker for the future, and it was encouraging that we were able to create the technical and safety environment for it to happen.

I also found it inspiring at a Sherington Kart Club meeting to see an entire family involved in different aspects of the event. It just goes to show how motorsport enables people to share in a common interest. If your son or daughter plays football, you might stand on the side-line, whereas in motorsport you can play an active role in all areas of the organisation.



#### *The Watergate Bay Sprint was a great success and helped pioneer electric road vehicles competing at Club events*

StreetCar is a great example of how we are making it easier to get involved. We have seen very high levels of enquiries and participation for these events, with applications for our free grassroots RS Clubman licence at an all-time high. 2023 also saw more event permits being issued, while the number of demonstration events and Stage Rallies also rose significantly.

Training the community of support volunteers is important too, and the number of training permits issued in the last two years has soared. We, ourselves, have a robust programme of seminars being carried out all around the country with an increasing number of people attending, particularly from a younger age group.

We have also set up a Club Development Fund to support new projects along with a range of Club Toolkits covering EDI, safeguarding and club management. Nine different Clubs have attained our new Marketing Accreditation since they were introduced in June, and we have also seen strong participation in member webinars.

Clubs are starting to work more closely together, helped by the Regional Associations, and to this end, we have developed new Regional Association terms of reference to focus on supporting their clubs. A great example of collaboration was the inaugural 'Motorsport Month Scotland' which was supported by many different Clubs.

We will continue to help our members implement new ideas and share good practice and we are looking forward to taking StreetCar to the next level this year, with more promotion and more clubs onboard. Likewise, we will be further developing our Club Workshops and use Regional Associations to help clubs work better together.



#### *Motorsport UK continues to encourage the development and use of sustainable fuels in many events and championships*

&gt;&gt;&gt;&gt;&gt;





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**Colin Heppenstall**  
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#### Building the new generation

Our priority is firmly in developing grassroots and giving people opportunities to participate. At the same time, we have a rich heritage of extraordinary success in motorsport across all different formulae, from F1 to Sports Car racing to Rallying, and it is beholden on us to show promising youngsters who come into the sport that there is a ladder of opportunity.

Over the years, the Motorsport UK Academy has supported hundreds of young drivers including Lando Norris, Tom Ingram and Elfyn Evans. It is invaluable in helping youngsters to understand that motorsport is about more than just jumping in a car, providing insight on areas such as nutrition and fitness as well as the technical and promotional demands of the sport.

We have some excellent drivers and co-drivers in the Academy right now, and I am sure we will see the benefits in five-or-ten years' time as many of them come through and move into elite motorsport. Providing this type of guidance is an increasingly important part of our role and we now are exploring how we expand this into the wider community, with accessible tools to allow all our members to hone their skills.

Since the setback of COVID, many Championships running under the Motorsport UK banner have had a bit of a recalibration but they have come back in a very robust form.

The British Touring Car Championship, for example, delivered bumper crowds and drama again last year and the British F4 Championship is firmly established as one of Europe's top competitions.

The F4 Championship is now a major stepping stone for young drivers, replicating what we had in the old days when British Formula 3 was the place to go for aspiring drivers around the world. I also think the seeds are now sown for a very strong future for karting in the UK, with a change to the structure creating a far clearer pathway for progression.

This year, we have the CIK Karting World Championship coming back to PFI, which will be a real focal point next September; whilst the British championship continues to go from strength to strength. I was astounded to discover last year that the British Indoor Kart Championships, under TeamSport, is now the biggest motorsport championship in the world, with over 5,000 entries each year.

Rallying, by contrast, presents a bit of a challenge – but one we are tackling head-on. We have pockets that are very strong – the Roger Albert Clark event, for example, is hugely popular – but the cost of running events in forests is very expensive these days and we have seen more people moving to closed road or single venue events.

>>>>>

*Motorsport UK Academy Team UK's Jon Armstrong and Cameron Fair, a graduate of the Academy's co-driver programme, won the 2023 European Rally Championship 'ERC3' class title in 2023*







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Oliver Read



*The Motorsport UK Academy continues to support  
and develop young talent across many disciplines*

In the heyday of the British Rally Championship, the Scandinavians would come to the UK as that was where you got noticed and we had the best national championship in the world. Today, events are strong individually but we only have a modest number of entries competing on all the events, so we do not have continuity of participation across the whole Championship.

Rallying still has a very important part to play in the landscape of UK motorsport. We continue to push to get the World Rally Championship back to the UK and domestically we have seen strong events on closed public roads which are being embraced by local communities. The WRC faces similar challenges and, while I fear that all sport goes through cycles of popularity, there are some underlying issues that we need to address, particularly where it comes to costs. When we address these, things will change for the better.

#### Growing through technology and data

It is beholden on us, as the governing body, to embrace new ideas, look at them thoroughly and see how we can bring the good ones to fruition. We are very open minded and when it comes to technology, we are keen to be at the forefront on alternative power sources, from electrification and with the growth of sustainable fuels over the next few years.

Technology and innovation are enablers for many different areas of motorsport, whether that is the environment, safety, or communications. It is all moving forward very quickly and to stay abreast of it we have recently employed experts in this field specifically to look at where we could use technology to help the sport move forward.

>>>>

Malcolm Almond



*Rallying plays an important part in UK motorsport*



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As an example, we recently concluded a carbon emissions analysis of the sport and we are now using that insight to work with our Committees on reduction programmes. We also launched the Carbon Calculator, which enables Clubs to measure their own event emissions and explore ways to eliminate or reduce them and offset those that remain.

There are also game-changing opportunities when it comes to entertainment. Imagine, for example, going to spectate at a Rally and being able to see onboard footage from the car that just went past you, and immediately getting the times from the end of the stage. That would transform the spectator experience and I believe we are very close to being able to provide this.

New technology has also enabled greater research, and we have placed significant effort on evaluating how Club membership changes over time. A lot of people come into the sport at a young age and then when they get married and have children other priorities take over. So, we lose a body of people at that age.

This is understandable, but we and our member Clubs have to make sure relationships are retained with these enthusiasts, so that when they have more disposable income and time in later life, they have an easy route to return.

We also have an ever-increasing focus on women in motorsport and there is now a growing number of role models helping to inspire the next generation. The F1 Academy Discover Your Drive Karting UK initiative, for example has seen more than a 200 per cent increase in female participation in the British Indoor Kart Championships. While FIA Girls on Track UK continues to flourish, with many new partners joining last year.

Participation does not just have to be in competition. It could be as an official, a marshal, and it's our duty to make it embracing for all. To that end, we have also seen great success with disabled drivers at Loughborough Car Club; secured two more years funding from Mission 44 for the very successful Race for Diversity project with under-represented communities; and delivered training and new policies on LGBTQ+ inclusion.

Much of the work we do is data-driven. We are very much an organisation that collects and responds to data – so I must apologise to any Clubs or individual licence members who might think, 'why are we asking all these questions', but it is necessary if we are going to build an understanding of where we are today and where we want to be in the future.



*The F1 Academy Discover your Drive campaign has helped boost female participation in The British Indoor Karting Championship by around 200 per cent*



*The British F4 Championship has become an important step on the single-seater ladder*

Revolution - January 2024



*Disabled drivers competing in an AutoSOLO with Loughborough Car club*

### Building momentum

We are now moving into a new phase of Motorsport UK's development. In the early stage of my tenure, we established our plan to promote the sport more effectively especially at grassroots level. In the last two years, we have been putting together the tools to do this and we are now building the momentum to use and evolve these tools, together with Clubs, to help the sport grow.

One of the immediate tasks for 2024 will be the overhaul of our IT infrastructure as we move towards a digital world for licences, permits and clubs, with significant investment to ensure our digital platform is really fit for purpose going forward.

Securing motorsport venues is another priority, as this is a challenge that we increasingly face. Many historical venues are being lost to housing or becoming uneconomic, but new opportunities are also opening up and the Ministry of Defence (MOD) is helping us build a register of all its sites. We also encourage Clubs to cooperate more with each other to share venues and create joint events.

I am always pleased to hear the many positive comments about Revolution Magazine and this year we will be expanding the reach still further to tell the story of UK motorsport to a wider audience through non-owned media. Motorsport UK TV was launched last year to great acclaim and will continue to grow this season with more and more content weekly, while our social channels are working harder and seeing increasing engagement.

Revolution - January 2024

Motorsport UK is now a far younger, more dynamic organisation than it once was and with a growing reputation, both internationally and inside the UK. When I talk to Clubs, I am pleased to hear them acknowledge that we are changing, supporting them and being more reactive to their needs. However, we can always do better.

The measure of whether we are doing a good job is the success of the Clubs. We are only as good as the last inquiry we looked after, and we are well aware of that. We are not an organisation that stands still, looking over our shoulder at what we have done and thinking that what happened in the past will continue to work in the future.

At Motorsport UK we realise we have to evolve, and evolve quickly, to ensure our sport remains relevant in a changing world. The team in Bicester have embraced this mantra over the last five years and will continue to explore new technologies, new ways of communicating and new ways of operating to ensure that we support you, our members. 🌀

**David Richards CBE**  
Chair, Motorsport UK



# BXCC is Back

The British Cross Country Championship – known as BXCC – is returning to the UK motorsport calendar this season for the first time since 2021. The pinnacle of Cross Country motorsport in the UK, it will combine elements of rallying and off-roading and with a new format, some new venues, and a group of eager competitors that have already pledged their support, it is set to be most exciting yet.

The championship organising team at That's Motorsport have put together a selection of venues capable of running the larger, longer events worthy of a British Championship. The calendar, which is almost finalised, will include up to six rounds, and will begin on April 6th near York.

Championship organiser Jon Aston will announce more details at the reboot party on January 12th, but until then he says: "There are a few surprises in store, and there is one change that has never ever been done before! It is pretty exciting. I have floated the idea around and it seems to be well received, so that will provide some added interest!"

Last time out, the BXCC Championship was won by Adrian Marfell and Paul Bartleman, but after a challenging time with COVID-19, where two seasons had to be curtailed, the organisers switched focus onto other events, such as organising the Welsh Borders Hill Rally, which made a successful debut in 2022 – see *Revolution* Issue #40 [HERE](#).

Cross Country was hit badly by the COVID pandemic, but is recovering well and is thriving again at Club level, and Aston believes a national championship can only help further build the base of the sport. He has pulled together a new organising team comprising himself, his wife Moira and good friend Dave Brodie, and they have committed to make the top level a flagship for the discipline.

"This is the right time to bring it back," says Aston. "There is a huge desire for a British Championship. Lots of clubs are putting on some excellent events all around the country and they are very popular, but none are run as national permitted events. There is a desire from people to take part in more events around the country and the BXCC will be able to offer that experience."

"We have put together an exciting set of events, we are ready to reboot. Before we announced we were doing this, I rang about ten of the main people involved in Cross Country in the UK and told them it was coming back and all of them responded in pretty much the same way: 'brilliant!'"

 **motorsport uk**  
British Cross Country  
Championship



That's Motorsport ran the British Cross Country Championship between 2019 and 2021 and has also organised the Welsh Borders Hill Rally and the Land Rover Bowler Challenge Championship. The club will organise and run all the BXCC events for 2024, while continuing to run the Bowler Championships and setting up a new Yorkshire Hill Rally.


The BXCC events will be a mix of fast rally type gravel sections and some technical and rough terrain, with free camping for competitors and volunteers. They will be run by Motorsport UK licensed officials and all rounds will be filmed, with footage shown on Motorsport UK TV, a variety of social platforms, and on Sporty Stuff channel (Sky 437) and FreeSat Channel 250.

The BXCC will run as a National Permitted Championship, and there will also be a Trophy Championship running alongside, which can be entered by Clubman (or higher) licence holders. The season will end with an annual dinner dance and awards ceremony, with the overall winners being invited to the Motorsport UK Night of Champions.

Aston has promised "at least one" new venue, with a second new one expected to be confirmed soon. All events can be entered as a one-off on a taster basis, or as part of the whole Championship, and Aston adds: "We really want to encourage a mix of existing competitors and new people to come along."

"We have some former BXCC competitors committed who have not raced since 2021 because they prefer to do the bigger and longer events; we have some who just want to compete and will race wherever there is an event on that suits them; and I expect there will be a number of newcomers who have done a few years of Club racing and feel it is time to go up a gear."

"This is all about the bigger picture of the sport and helping to grow awareness of Cross Country as a discipline. Cross Country is UK motorsport's best kept secret! We hope it will encourage newcomers to get involved, not just in the BXCC, but also joining other Clubs so that, overall, we can help to make the sport bigger and even more popular across the country."

"There is a lot of excitement and I hope it will help put Cross Country back on a good course for the future. I just want it to be fun for everyone! We need to bring this back and create a Championship that is attractive to as many people as possible. You cannot please everyone all the time, but I hope what we have put together will prove very popular." 

Entries are due to open on 22nd January 2024  
@19:00. Full details are available at  
<https://crosscountryuk.org/competitors/>





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The RS Clubman digital licence is free of charge and upon applying online you will receive a PDF of your RS Clubman licence via email. Your RS Clubman digital licence will continue to provide you with the peace of mind that our

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To renew your RS Clubman licence and unlock your access to thousands of 2024 motorsport events, click [HERE](#)

For those looking for a new challenge and wishing to compete in Racing, Rallying or Karting in 2024, Motorsport UK's Starter Packs are the gateway to your next level competition licence.

To purchase your pack, visit the Motorsport UK shop – [www.motorsportuk.org/get-started/starter-packs/](http://www.motorsportuk.org/get-started/starter-packs/) or call our membership team on **01753 765 000**.

We look forward to seeing you compete once again in 2024!

Motorsport UK Membership Team

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- Motorsport UK Competitor car sticker

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*Bicester Motion's new £50 million Innovation Quarter will boost future pioneering mobility discovery*

# Future of mobility technology given a boost at Bicester Motion

The future of pioneering sustainable transport is looking brighter than ever as seven new carbon-efficient HQ buildings will be built at Bicester Motion's new Innovation Quarter in Oxfordshire

Already home to 50+ industry-leading businesses on the 444-acre estate, including NEOM McLaren Electric Racing, Motorsport UK, PhysicsX, Polestar's UK HQ and record-breaking synthetic fuel manufacturer Zero; the Innovation Quarter will total 212,030sq ft of new workspace as part of Bicester Motion's wider masterplan, which has consent for one million square-feet across its Heritage, Innovation, Experience and Wilderness Quarters and hotel.

Future occupiers will have access to Bicester Motion's annual programme of events, and vehicle tracks and active airfield for both testing and demonstrations. Bicester Motion is investing £50 million into delivering the seven new HQ buildings which will be suitable for R&D technology, light assembly, and product showcase, and will range from 7,500sq ft to 60,000sq ft.

Phase 1 will deliver the first two HQ buildings, and construction is due to start in Spring 2024 and targets practical completion in Q1 2025. The buildings will target BREEAM Excellent certification and EPC A rating. They will be prepared for solar PV technology creation and include dedicated ecology and biodiversity areas, green space amenities for staff health and wellbeing, and more than 100 bicycle parking spaces.

Dan Geoghegan, chief executive, Bicester Motion said: "We acquired the abandoned former WW2 RAF base in 2013 and since then have been creating the pre-eminent destination to experience the full breadth of automotive and aviation engineering, events, culture, design, research, and manufacture.

"Now home to more than 500 highly skilled jobs, from engineers carefully restoring the classics in our workshops to acclaimed national headquarters at the cutting edge of innovation, together with our amenities, track, and aerodrome facilities, plus regular fun-fuelled events with footfall of 200,000+ visitors per year, we're a unique and thriving community.

"Since 2013 our purpose has been to create a place unlike any other to promote the development of pioneering technology especially, as you would expect, mobility and transportation. This sector is booming, with both start-ups and mainstream manufacturers racing to develop new technologies and transportation options.

"Our latest planning news is a significant milestone in our evolution to invest in and deliver our new Innovation Quarter. We are resolute in our focus to deliver a unique home and space for future innovating mobility pioneers, putting Bicester on the technology map, and boosting the economy in creating jobs both through construction and specifically within the future companies which join our thriving estate."

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For leasing enquiries, please contact:  
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## It's A24 Show Time!

The annual Autosport International show – now rebranded as A24, has an all-new look for 2024 and a greater variety of content than ever before.

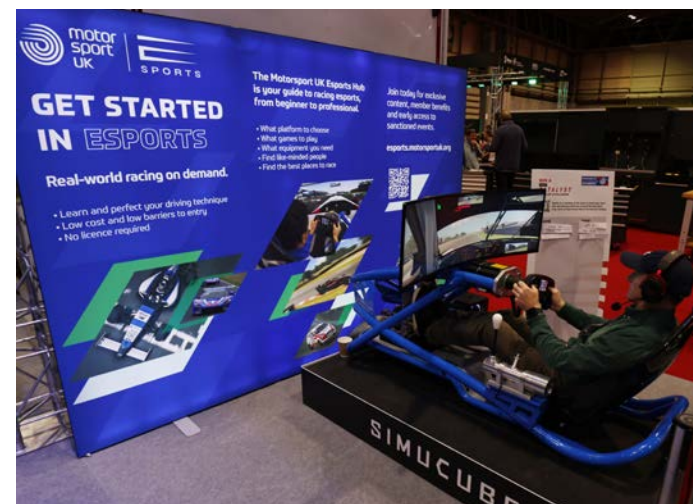
Much of the revamped event will however remain including a wealth of interviews with drivers, manufacturers, and industry figures on the main Autosport stage. Personalities confirmed for Q&A sessions include Guenther Steiner, Team Principal of MoneyGram Haas F1 Team, Ferrari's 2023 Le Mans winner James Calado, and Motorsport UK CEO Hugh Chambers.

Motorsport UK members attending the event are entitled to a £15 discount off their ticket. To get yours ahead of the show, login to Member Benefits now to receive your discount code to use when checking out at:

<https://autosportinternational.com/en/tickets>.

Forefront of the show will be Motorsport UK, with a major presence at A24 with a stand in the main hall (Hall 3), packed with a display of cars, visits from British motorsport champions and personalities, and staff offering helpful advice on licences, roles within the motorsport community and the different disciplines within UK motorsport. Visitors can also learn more about starting or progressing their motorsport journey while rubbing shoulders with BTCC record-breaker Ash Sutton, dragster Bobby Wallace and British Rally Championship title holder Adrien Fourmaux.

Throughout the show members will have the opportunity to enjoy a coffee at the stand while renewing their competition licences, or signing up for the first time. Those that renew on stand will also receive a free helmet bag. Starter Packs for Race, Karting and Rally will be available to purchase – or, buy one now at <https://getstarted.motorsportuk.org>



Sustainable motorsport will also come sharply into focus, with knowledgeable experts on hand to offer informed advice on all aspects of how to be a sustainable competitor or event organiser. The demo vehicles of an Extreme E off-roader and the historic Escort Twin Cam as successfully rallied on Carless' second-generation biofuel by Phil Mills on Rali Ceredigion and Oliver Solberg on the Roger Albert Clark Rally, will be alongside the all-new MightE Bambino electric kart to showcase Motorsport UK's commitment to sustainable technology.

Over the weekend, themes will switch to pathways into the sport, with information around grassroots initiatives and accessible entry-level opportunities such as Motorsport UK's StreetCar programme. Visitors can also learn how to enter the sport via volunteering, whether as a marshal or official.

Motorsport UK Academy representatives will also be on hand to answer any questions about progressing through the competitive ranks as a driver, co-driver, or coach, with free coaching taster sessions available on Friday afternoon showcasing the Motorsport UK courses on offer. Register online at <https://forms.office.com/e/p3ZH70iZ25>

For Esports fans, a state-of-the-art sim is part of the comprehensive display. James Baldwin, professional Esports athlete, alongside Motorsport UK's own Paul Crawford, will be on hand to offer some expert tips.

Come and see us on the Motorsport UK Stand in Hall 3.



Photos: JEP



# ButtKicker® Britcar 24 Hr OF SILVERSTONE



With a full grid and hundreds of eager drivers, the ButtKicker Britcar 24 Hours of Silverstone was held on the iRacing platform over the weekend of the 2nd-3rd December.

In the GT3 class qualifying was very tight with the top three teams covered by less than one tenth of a second. However, in the race it was the WSR ButtKicker Esports team which executed a perfect display of fuel saving and clean passing as they stretched out to a two-lap lead over B.R.T and Altitude Esports.

In GT4 it was a much closer affair with the SOP motorsport, Ai Race Summaries and Olympus Esports Cars locked in battle for the entire 24 hours with neither team ever dropping a lap behind the leader. At the flag it was SOP



Motorsport who claimed the win by 19 seconds from Olympus, with Ai Race Summaries a further minute behind.

A couple of Britcar and the British Endurance Championship's long-term sponsors have ventured into the virtual world to support the simulation version of the iconic race. Goodyear, which has been with Britcar since its inception over 20 years ago chose the ButtKicker Britcar 24 Hours of Silverstone as the event to engage with the Sim racing world. Another old, but new face on the sponsors roster was Sunoco fuels. With its push to produce sustainable fuels for the motorsport community, adding support to the virtual 24 hours will help to spread the message of being able to enjoy the sport in its many forms for decades to come.


GT3 Results			
1st	WSR Esports ButtKicker	Mercedes-AMG GT3 2020	24:02:20.612
2nd	B.R.T	Audi R8 LMS	24:03:07.660 (+2 Laps)
3rd	Altitude Esports Silver	Lamborghini Huracan GT3 EVO	24:03:17.514 (+3 Laps)

GT4 Results			
1st	SOP Esports GT4	Mercedes-AMG GT4	24:02:42.983
2nd	Olympus eSports Titan	Porsche 718 Cayman GT4 Clubsport MR	24:03:02.141
3rd	DCW Racing - ARS	Porsche 718 Cayman GT4 Clubsport MR	24:03:53.107





Click [HERE](#) to visit the Esports Hub and sign up for a Motorsport UK Esports membership

  
[@Msptuk\\_esports](#)



## Radical UK Esports Cup arrives at Silverstone

Motorsport UK Esports has partnered with Radical Motorsport to bring you the Radical UK Esports Cup. This is a community focused championship utilising the unique Radical SR10 and four of the UK's most iconic circuits, with an hour race at each round.


Heading into the final round held on the Silverstone Grand Prix circuit in December, all eyes were on Pro Driver Nathan Moore who had taken two wins and a second place so far in the championship. Moore started positively by taking pole from his main championship rival Crofton Woodhatch. In the race, Moore got his SR10 off the line well and lead Woodhatch for the first eight minutes, but after a great run out of Chapel Woodhatch passed Moore at Stowe to take the lead. Moore shadowed Woodhatch to the line but was unable to pass. Second place was more than enough for Moore to take the Championship win by 11 points, with Woodhatch in second, and Matthew Crisp rounding out the top three.

In the Pro/Am class, a drop in form for Ben Cooper at Brands Hatch meant that Adam Greveson could still take the title if Cooper faltered at Silverstone. It was Greveson who took the class pole ahead of Cooper, but he dropped to P22 after an incident on lap one, while Cooper stayed in P3 in class behind the fast-starting Steve Hobbs and Matt Cheverton.



Cooper was able to catch and pass both Hobbs and Cheverton to take a comfortable win, and the Pro/Am title by eight points from Greveson.

For the Amateur Class, it was Jake Pitt who took second place at Brands Hatch on pole, however as Adam Lock had won all three preceding rounds, Pitt had no mathematical chance to win the title and was racing for the win. Lock started right at the back of the grid as he had done previously, but this time he was unable to catch Pitt before the chequered flag. However second place was more than enough for Lock to secure the title by 19 points.





Motorsport UK is kicking off 2024 with the Motorsport UK Esports Silverstone 300. In a break from the real-world, this will be Motorsport UK Esports first ever event for Prototype cars with LMDh and LMP3 machinery lining up on the grid.  
  
Drivers must be 16 years old and older, and must have a Paid Motorsport UK Esports Membership, but there is no additional entry fee for the event. For full details on how to register see [www.thesimgrid.com/championships/5731](http://www.thesimgrid.com/championships/5731)







## British GT Esports Cup launches for 2024

Motorsport UK and Simracing.GP are delighted to launch a brand-new esports series, the British GT Esports Cup 2024, which matches the thrills of the Intelligent Money British GT Championship. The first of its kind series encourages community drivers to participate, rather than just 'Pro' sim racers, allowing even new drivers a chance to compete in a competitive championship closely aligned to its on-track version. Simracing.GP (SGP) will host the official series, which starts in February.

The Motorsport UK Esports series will take place across British tracks on Assetto Corsa Competizione (ACC), with one brief trip to Spa in Belgium to mirror the real-world 2024 British GT calendar. Races in the championship will adopt a mix of formats to replicate the challenges of the GT series, from a sprint-style event at Oulton Park with two 60-minute races, to the longer challenge of a three-hour battle at Silverstone. And it wouldn't be a British series without the threat of some weather affecting races.

Forty slots will be available for teams of two drivers made up of a 'Pro' level driver and an 'Am'. These levels will be decided using Simracing.GP's proprietary ranking system and each driver will need to have completed five races on ACC with SGP to ensure they have an accurate rank.

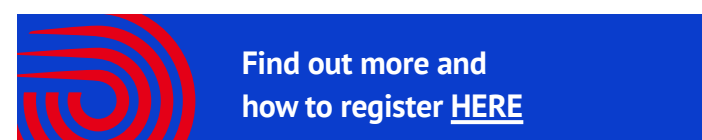
Additionally, all drivers must be at least 16 years old and must hold a paid Motorsport UK Esports membership.

### Prizes up for grabs

In collaboration with British GT, Motorsport UK Esports is pleased to offer:

- **1st Place Team**  
x4 Hospitality tickets (x2 tickets per driver) to a 2024 British GT round of their choice PLUS x4 Grid Walk passes
- **2nd Place Team**  
x4 Hospitality tickets (x2 tickets per driver) to a 2024 British GT round of their choice
- **3rd Place Team**  
x4 General Admission tickets (x2 tickets per driver) to a 2024 British GT round of their choice

Furthermore, Next Level Racing has provided an HF8 Haptic Cushion which will be awarded at random to a single driver who has competed in all six rounds of the Championship.



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## New insurance partner for ROKiT F4 Championship

ROKiT British F4 has announced Reis Motorsport Insurance, the industry-leading insurance brand, as an Official Partner to ROKiT British F4 Championship certified by the FIA.

Building on a range of initiatives with Motorsport UK, this partnership comes as a natural extension of the existing collaboration between the two, helping position them at the heart of the motorsport community. Reis' support now extends into Britain's FIA Formula 4 series at a crucial time, as the championship builds on record grids from the 2023 season and moves into the next stage of its development – including the championship's first overseas visit to Zandvoort Circuit in July.

The partnership will also ensure wider visibility to the brand, as ROKiT British F4 enjoys considerable free to air television coverage on ITV4, as part of the TOCA support package to the British Touring Car Championship.

"We are thrilled to have become an Official Partner to the ROKiT British F4 Championship," announced Mark Taylor, Head of Motorsport at Reis Motorsport Insurance, "and to be working alongside Motorsport UK to affirm our long-term commitment to the sport by helping the future stars of elite-level competition."

"ROKiT British F4 is delighted to be working in collaboration with such a premium brand as Reis Motorsport Insurance,

added ROKiT F4 Championship Manager Eve Lake-Grange. "Reis has been involved in numerous motorsport disciplines across all levels of the sport for a number of years and this partnership represents a natural extension of that collaboration."

The first round of the 2024 Championship takes place at Donington Park on 27th-28th April.



**Reis insurance joins the ROKiT British F4 Championship as an Official Partner**

## Royal Automobile Club selects Chairman-Elect

The Royal Automobile Club has announced that the Club's Board has unanimously selected Duncan Wiltshire to succeed Ben Cussons as Chairman of the Club. He will be formally elected at the Club's AGM on Wednesday 17th July.

Wiltshire has served on the Motoring Committee since June 2015 and joined the Board in July 2021 when he became Chairman of the Motoring Committee. As the Committee's Chairman, he has overseen an increase in motoring activities and events which has earned the Club international recognition. Professionally, he has spent his career in the construction and motoring industries and will bring a wide range of skills to the role.

Outgoing Chairman, Ben Cussons wrote to the Club's members, "The AGM will bring to an end my formal engagement with the management of the Club. It has been a huge privilege and a pleasure, and I would like to thank you for your support. The Club is in good shape in all respects, and I would like to thank the entire staff for their passion and hard work. I am sure that you will all join me in congratulating Duncan on his successful nomination."



**Duncan Wiltshire has been announced as the Royal Automobile Club Chairman-Elect**

## F1 Academy Discover Your Drive Karting UK



In February 10 TeamSport locations across the UK will host Discover Your Drive Days: a fun and engaging first experience of motorsport for girls aged 8-12 years, which gives them the opportunity to experience three on-track karting sessions, along with a range of exciting off-track activities.



F1 Academy Discover Your Drive Karting UK is a national programme to find and nurture the next generation of young female karters. Its aim is to act as a gateway to motorsport, making young girls more aware of the opportunities available to them and removing the barriers that often inhibit girls from competing. F1 Academy Discover Your Drive Karting UK is operated by Motorsport UK and TeamSport UK. The goal of this partnership is to support girls to compete is a grassroots level of karting competition and then on to the British Indoor Karting Championships in Winter 2024.

Discover Your Drive Days are delivered by skilled TeamSport Chief Instructors, trained by Motorsport UK. The day aims

to leave girls feeling confident in a kart and wanting to continue karting. Girls need no previous experience of karting or motorsport to participate, and they will be supported by the instructors throughout the day. Those that show potential talent will be invited to join the Discover Your Drive Race Academy, a series of five progressive instructor-led sessions. Building on the foundations of the Discover Your Drive Day, these five coached sessions will equip the girls with the skill and techniques necessary to compete in a junior level of karting.

### TeamSport Discover Your Drive Day dates and locations:

Track	Date
Camberslang	12/02/2024
Stockton	19/02/2024
Leeds	12/02/2024
Preston	12/02/2024
Nottingham	12/02/2024
Reading	12/02/2024
London Docklands	12/02/2024
Bristol	12/02/2024
Brighton	12/02/2024
Coventry	12/02/2024

Early-bird Price of £30.00 – until 21st January, £40.00 thereafter

The days will run from 08:30-14:00 with lunch and refreshments included.

Book onto the nearest Discover Your Drive Day through the TeamSport website – [www.team-sport.co.uk/dyd](http://www.team-sport.co.uk/dyd)

## Team UK at the 2024 FIA Motorsport Games

The countdown is on to the third FIA Motorsport Games to be held in Valencia, Spain next October! Motorsport UK wants to enter a strong team of competitors to represent the nation in Valencia and is welcoming drivers to apply for consideration of becoming a member of Team UK.

Please note, by applying, you are accepting the Motorsport UK Terms and Conditions which will apply should you be selected. Your application will be reviewed by a selection panel after the closing date (31st January) and the outcome of your application will be communicated. For some disciplines, there may be further assessment events to determine final selections – this will be communicated as part of the selection outcome.

Regulations for the disciplines will be shared with applicants when they are made available by the FIA.

Further details on how to apply, plus the entry fees for each discipline are available [HERE](#).





# THE HOME OF RETRO MOTORSPORT IN THE UK

Reis Race Retro is coming to Stoneleigh Park from the 23rd to 25th February. Prepare for the year ahead and get the race season started. Visitors can discover exhilarating outdoor action among fellow racing drivers, preparers, mechanics, engineers, teams, and public enthusiasts. Experience historic motorsport all in one place with specialist exhibitors, motorsport legends, driving experiences, iconic cars, live rally action and more!

**ICONIC CARS** – Bringing the thrill of motorsport history together for three days with spectacular cars on display that showcase a range of disciplines and eras.

**REIS LIVE RALLY STAGE** – Not to be missed is the adrenaline-racing action on the Reis Live Rally Stage, which features 120 Group A, B, and C rally cars.

**RACE SERIES** and **CLUBS** – Join the large community of enthusiasts who come together to enjoy their passion for racing.

**MOTORSPORTS LEGENDS LIVE** – Catch live interviews and Q&A sessions with motorsport legends, as they share their career highlights and memorable stories.

**ICONIC AUCTIONEERS** – The auction sale with Iconic Auctioneers provides bidders with a chance to add world-class vehicles to their collection.

**REIS PRIDE OF THE PADDOCK** – This competition shines a spotlight on private owners of a racing or rally cars, as we celebrate exceptional rally or competition motors.

**EXHIBITORS AND TRADERS** – A wide range of products and supplies for drivers, mechanics, car owners, and enthusiasts alike.

**DEDICATED AUTOJUMBLE** – A haven for one-off parts, spares, accessories, automobilia, tools, literature, clothing and so much more...

**HERO-ERA TRAINING ACADEMY** – Sharpen your skills with HERO-ERA training sessions to learn more about regularity rallying.

**FREE PARKING** – available to all visitors.

Book your tickets in advance and save **£3** on each ticket with Motorsport UK. Visit **Raceretro.com** and use the code **MOTORSPORTUK** when selecting your tickets.



## BWRDC launches Into Speed

The Into Speed with the BWRDC programme introduces the thrills and rewards of motorsport competition, from the first stages of sitting in a car through their first runs on track to contesting their first competition. It aims to give a clear, friendly, and cumulative pathway for women of all ages.

The programme centres around hillclimbing, which is contested against the clock in a range of accessible and affordable road cars. Motorsport UK has contributed a fund to underwriting the programme as part of its ongoing commitment to increase female participation throughout the sport.

Women wishing to participate can follow a three-stage process, starting with day's tuition at Harewood Hill near Leeds, in late March focusing on getting

comfortable in a car and learn the 'basics' associated with motorsport such as timing and safety, before driving the hillclimb course. All the Driver's kit will be provided on this day.

A second optional day is planned to take place at Curborough Sprint Course, with one-to-one tuition from BWRDC competitors and other expert driving tutors. The final stage will be the chance to enter an event with the full support of a BWRDC mentor. There will be three such opportunities available and points will be accrued from each of these to identify a series winner. Throughout the process participants will also be introduced to the different roles available throughout motorsport, including stewards, engineers, media, and marshals.

The events will take place at Shelsley Walsh (Worcestershire) in May, Prescott Hill (Gloucestershire) in June and Harewood Hill (Yorkshire) in August. The BWRDC will also guide the women drivers through the acquisition of a racing licence, with the support of Motorsport UK. A representative fee will be payable for each day to cover the entry fees. Participants must be willing to use their own road car for the driving tuition days. Click [HERE](#) for further details on the programme.

BRITISH WOMEN RACING DRIVERS CLUB



## Welsh forest rallying secured until end of 2025

Motorsport UK is delighted to confirm that rallying will continue in the Welsh forests for the next two years following an agreement with Natural Resources Wales (NRW).

The agreement, which now runs until December 2025, will allow rally fans and drivers to experience the highlights of the rallying calendar, including the popular historic Roger Albert Clark Rally and new-for-2024 British Rally Championship round Rallynuts Severn Valley Stages.

NRW noted the significant progress made by Motorsport UK to ensure the integrity and preservation of the natural environment before, during and after rallying events, particularly in the work of Rally4Wales in repairing forest roads within forestry estates.

As part of its ongoing commitment to making motorsport more sustainable, Motorsport UK has also created a Rally Sustainability Charter, which pledges Clubs to reduce their emissions. Clubs will use a Carbon Calculator to calculate the carbon footprint of events and then identify how to reduce via a growing portfolio of Sustainability Resources highlighting easy-to-implement methods and practices.

In parallel, changes have been made to the Sporting Regulations to further reduce waste and emissions over events, such as the elimination of management vehicles and the implementation of a tyre limit from 2024.

"Rallying and the Welsh forests are synonymous, so we are delighted to have concluded terms to allow the sport to flourish for future generations," added Jonathan Jackson, Motorsport UK Head of Rallying. "This agreement demonstrates the strong working relationship between Motorsport UK, NRW and Rally4Wales, and our commitment to the future health of the sport and the forestry estates."





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- Visualisation training and practice
- Goal setting
- Daily pressure and resilience training
- Our own iRacing series

## iZone Performance Clinic

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All training is delivered live on Zoom or over Discord, and for those who are unable to attend the sessions live, we record them so that they can be watched later at a more convenient time. You will also have access to an extensive archive of past talks and data sheets.

iZone (based at Silverstone Circuit) is Europe's leading driver training facility, developed by triple World Touring Car Champion Andy Priaulx. We are focused on the development of world-class drivers (both amateur and professional), motorsport athletes and mentally-resilient competitors.

Your FREE 12 month membership will start from 01/02/24 so please register your interest at [info@izoneperformance.com](mailto:info@izoneperformance.com)

[www.izoneperformance.com](http://www.izoneperformance.com)

SUSTAINABILITY NEWS

## FIA White Paper on sustainable motorsport

The Fédération Internationale de l'Automobile (FIA) has published 'Accelerating a Just Transition: The Motor Sport and Mobility Perspective', a White Paper highlighting the environmental initiatives of the FIA and its Members in the field of motor sport and mobility.



The White Paper was launched at the UN Climate Change Conference COP28 in December, where the FIA had Observer to the UNFCCC status for the first time. It explores a wide variety of cutting-edge sustainable technology solutions for motorsport. Key topics include sustainable fuels, the future of powertrains and infrastructure, consumer engagement, as well as shared knowledge and innovation transfer between the racetrack and the road.

These insights are grounded in several case studies from the Federation's Member Clubs, which have played a key role in driving or testing sustainability initiatives and are now experts within their respective regions.

As the global voice of motorsport and 80 million road users, the FIA is also promoting a diversified approach and exploring a range of solutions, which take affordability, local infrastructure, and consumer engagement into account.

FIA President Mohammed Ben Sulayem said: "We are delighted to launch the 'Accelerating a Just Transition' White Paper. At the FIA, we know that the journey to a low carbon future will require a wide variety of solutions – and that those might vary from country to country or region to region. This White Paper aims to build on our members' expertise and actions and highlight how they can be scaled to benefit all mobility users – so that we can open the door to conversations and policy change around the globe."

The full White Paper is available online [HERE](#).

## Envision Formula E adds Climate Stripes

First created in 2018 by Ed Hawkins, a professor at the University of Reading, the stripes visually highlight the alarming trend of global warming in one striking image.

A new film, narrated by Professor Hawkins, was shown at COP28, as part of the Envision Racing new season launch.

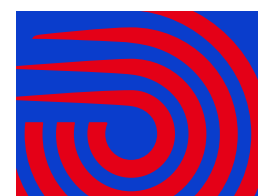


The Envision Racing Formula E car carries the Climate Stripes graphic developed by Professor Ed Hawkins

The Formula E team hope that the stripes will raise awareness and inspire fans, partners, and competitors, to collaborate on addressing the urgent climate crisis.

In addition to featuring the global warming stripes on the car, the stripes will be integrated into the team's Race Against Climate Change programme and involve international and regional activities taking place throughout the Formula E season to showcase changes that have occurred at race locations using local warming stripes. This includes International 'Show Your Stripes' Day on 21st June 2024.

Sylvain Filippi, Managing Director of Envision Racing, said: "We are delighted to be partnering with Professor Hawkins and believe that by showcasing the climate stripes on our race car, we can not only draw attention to the critical issue of climate change but also encourage a broader discussion on the role that sports and businesses can play in driving positive environmental change."



Congratulations to Bath Motor Club – Motorsport UK Sustainable Club of the Year 2023. See page 44 for the full story...





## Member Benefit of the Month

### Exclusive discount for Motorsport UK members

Get a winning 10 per cent off a wide range of Link's Wire-in ECUs, Plug-in ECUs, PDMs and Accessories.

Don't miss out on the best prices on Link Engine Management products and solutions to finish your project, start a new one, or put something aside for the next project. This offer is available to Motorsport UK members only [HERE](#), (conformation of licence may be required) and can be redeemed up to 31st March 2024.

Link is world leaders in engine management, with integrated solutions from standalone engine control units (ECUs) to power management, data, dashes, accessories,

and the world's largest range of plug-in ECUs for major performance engines. LINK ECUs manage the complexity of modern engines with thousands of tuneable variables to match any performance profile and give you the competitive edge.

Link is committed to delivering the best possible customer experience, starting with an integrated portfolio that is feature rich, easy to install and calibrate, offers greater flexibility, and are the most reliable in the market, all with premium technical support available to everyone, regardless of technical expertise.



Contact Link ECU on [ukorders@linkecu.com](mailto:ukorders@linkecu.com) for further details.

## Castle Combe wins Royal Automobile Club award

The 12th Castle Combe Autumn Classic held in September has been awarded Best Competitive Event at the Royal Automobile Club's 2023 Awards. The judges noted that, "a packed paddock, great racing, surprise results, and record attendance made the Autumn Classic very special." The successful event has enabled the Castle Combe Racing Club to build towards a two-day Autumn Classic next year and the circuit's 75th anniversary in 2025.

"It was a truly unforgettable experience to be surrounded by individuals who share the same passion for motorsport and have made significant contributions to the industry", declared Catherine Dall'Occo, Castle Combe Racing Club's Manager. "We are grateful to the Royal Automobile Club London for this honour, and to all the members of the motorsport community who have supported us throughout our journey. This award is a testament to the collaborative efforts of everyone involved – the racing teams, volunteers, and spectators."



**Ken Davies, Cat Dall'Occo and George Marshall say at the Royal Automobile Awards**

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We can also find ways to make your premium more affordable but ensuring you are still correctly covered. One way of doing that is by increasing your excess. And even better, we can help you protect it so that you aren't out of pocket in the event of a claim.

We are now offering Free Excess Protection worth £32\* for home and £38\*\* for car insurance for Motorsport UK members.

This means that, when you switch your car or home insurance policy to us, you'll get free excess protection worth £32\* for home and £38\*\* for car, to help protect against the cost of making a claim where there's an excess.#

With more than 100 insurance products available, at over 100 branches across the country, our friendly branch teams are dedicated to helping you find the right policy at the right price. From home insurance to kit cars, we have access to a range of mainstream and niche insurers, who offer the full breadth of policies to cover your every specialist requirement.

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## New format for Beatson's Building Supplies Jim Clark Rally

When UK's rally elite head for the impressive Borders roads, some of the best rally series in the country join the Jim Clark Rally this May. A new format for the three-day closed-road rally, which is a popular round of the British Rally Championship (BRC), features new stages on Friday, plus the return of the famous spectator-favourite Langton water splash, which has not been used competitively for a decade.

The Langton stage runs four times during the weekend, providing a spectacular start to the rally on Friday, with the short blast opening the rally early in the evening. Crews will then head for a usual moorland run across the Abbey St Bathans test, before tackling another new addition to the opening leg, Blackadder. The new look to Friday, sees a switch from the usual two-stages to a dazzling six-test spectacular and over 35 stage miles, some run under in the dark.

Saturday begins with another run through Langton, before Edrom, Ayton and Fogo make up the eight stages on offer, taking the rally to over 88 stage miles for all competing crews.

Alongside the BRC crews, The Probite British Rally Championship will compete on Friday and Saturday legs, as do the Protyre National Asphalt Rally Championship, Burnside Piling Scottish Tarmac Rally Championship, AS Performance

North of England Tarmac Rally Championship, SG Petch ANECCC Championship, and the Armed Forces series. On Sunday, billed as the Reivers Rally, the Scottish Rally Championship contenders tackle more icons of the event, including a significantly re-worked Westruther, Scotts View, Macks Mill and Eccles, bolstered by an increase of stage mileage from 2023 to over 55 during the day.

For full details see <https://jimclarkrally.co.uk>



Scottish rallying is back with a splash

## D4Drivers becomes Motorsport UK official Medical Partner

Medical assessments are an essential part of obtaining a National or International racing licence, certifying that a driver is fit and well to compete. In 2024 licence holders will benefit from easy access to assessments from Motorsport UK's official Medical Partner D4Drivers.

D4Drivers is a one-stop shop for comprehensive motorsport medicals, including resting or stress ECGs. Delivering national coverage of medicals, centres are located across the country, including the opportunity for members to receive their assessments at Motorsport UK's Bicester offices on selected dates throughout the year.

D4Drivers was created in 2013 to provide medicals for the haulage industry and has since expanded to offer the largest network of doctors and clinics across Great Britain and Northern Ireland.

Hugh Chambers, CEO of Motorsport UK, commented: "As the governing body our responsibility is to ensure we issue competition licences correctly and safely, and an essential part of this assessment is the motorsport specific medical. We are pleased to partner with D4Drivers to offer our members a trusted source of medicals, that is easily accessible, and delivered to the highest standards".

"Motorsport is known for being the pinnacle of driving excellence," added Tom Blain, Commercial Director at D4Drivers, "and to be the medical partner for such a renowned association is a privilege. We look forward to evolving our partnership with Motorsport UK and to delighting members with our nationwide medical service."



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## David Leckie



David Leckie, who was one of the Sporting Car Club of Norfolk's (SCCON) longest serving and most dependable committee members, sadly lost his battle against cancer in October.

David joined SCCON in the 1990s, joined the committee, and became a director and Company Secretary of the Sporting Car Club of Norfolk Limited in 1998. In this role he ran SCCON's Annual General Meetings for 25 years. As David became progressively more involved in running SCCON events, despite being a keen competitor himself, he always gave higher priority to the need for officials to run events, rather than his desire to compete.

When SCCON was running special stage rallies at Oakington Airfield and at the former USAF-base at Sculthorpe, David planned the budgets and was Secretary of the Meeting, Deputy Clerk of the Course, and Safety Officer. In 2011 SCCON held a huge spectator event at Kimberley Hall to celebrate the club's 60th Anniversary. Its many attractions included a display of sixty cars, one made in each year of SCCON's existence, and air displays. David drew up the comprehensive safety plan for the whole event that had to be cleared with the Civil Aviation Authority and the Police. He then took on the (unsung hero) role of SCCON's Health and Safety Officer, a position he held until 2023.

Keen to promote SCCON and encourage new members, David took part in a Radio Norfolk broadcast in May 2011 during which he emphasised that you don't need a sports car to be a member of SCCON, and described the fun members have, competing in everyday cars at modest cost. The Radio Norfolk studio was in Norwich Forum, and David had the idea for a display on the plaza outside the Forum to bring SCCON to a wider audience. His display was a great success and he put on a similar event four years later.

From 2004, David ran many SCCON events, initially Go-Karting and Autotests, then AutoSOLOs. SCCON wanted new venues, so David persevered to gain permission for Autotests at the former

RAF Coltishall site in 2015-16. The last one in 2016 had 45 entries. But after the installation of solar panels, the site was no longer available, so it was over to Snetterton and, from 2017 onwards, the Stanta Military Training Area. David was a familiar face at those Stanta events, competing, marshalling, or as one of the event officials.

SCCON's hill-climb trial at Caddes Hill, Lyng, had been held intermittently over the years until David started running it in 2009. David also ran the P & H 12-car navigational rally from 2010 to 2022. As the opening event of SCCON's 12-car season, it is aimed primarily at novices and newcomers.

David had wide interests in club-level motorsport, from 12-cars, Autotests and AutoSOLOs. He won his class on several occasions including every SCCON Autotest held at Coltishall, and all-night road rallies. He and Dave Bell were the outright winners of SCCON's 164-mile-long Poxihen Rally in 2004 – quite a challenge because a blizzard hit Norfolk just before the event started.

Classic Trials run by the Motor Cycling Club also held a fascination for David and he owned 'Shorty', a famous short-wheelbase VW Beetle trials car. Trialling brought David another success when he gained a 'tin award' for cleaning every hill on the MCC's 2009 Edinburgh Trial in his Vauxhall Nova.

Over nearly thirty years, David did so much for SCCON, not seeking personal acclaim but for the satisfaction of carrying out his club responsibilities to a high standard and seeing the enjoyment of so many participants in SCCON events. Motorsport in the UK relies hugely on the selfless dedication of people like David Leckie.



*The SCCON display outside the Forum in Norwich*



## Jeffrey Rose CBE

Motorsport UK was saddened to learn of the death of Jeffrey Rose CBE last month. Jeffrey was Chairman of the Royal Automobile Club from 1981 until 1998, and Executive Chairman of RAC Motoring Services from 1980 until 1998. Latterly he was appointed a Vice President of the Club. Our thoughts are with Jeffrey's family at this difficult time.

## Early booking offer for 2024

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## Long Service Recognition 2023

Long service Recognition Certificates are issued throughout the year and are selected based on nominations by a Club, region, or an event. Nominees must have supported the motorsport community for at least 40 years



### Geoff Hitchings

Chair of the National Association for School and Youth Group Karting (NatSKA), Geoff has been associated with the Club and organisation since 1976. A staunch supporter of the NatSKA for 47 years, Geoff has been a Clerk of the Course since 2000, taking his expertise to the NatSKA series, Camberley Kart Club, and Kimbolton HKRC. In this time, Geoff has mentored many Clerks, and his passion and enthusiasm for motorsport is unrivalled.



### Adrian Fawdington

Adrian has been involved in the sport for 55 years in a wide range of roles. He was the founder and Director of Castle Combe Club, has been a Marshal, Clerk of the Course, Motorsport UK Steward, and Motorsport UK Trainer. Between 2005 and 2009, he gave his time and extensive marketing expertise to the Volunteers in Motorsport project, creating marketing and promotional materials that are the basis of many of the assets and guides used today. He has also shared his knowledge of event management at training events as part of Motorsport UK's International training programme. His energy and enthusiasm for the sport is legendary, it is hoped he will continue to remain in touch to brighten our days.

### Lyle Cathcart

Lyle became a member of Maidstone & Mid-Kent Motor Club (MMKMC) in 1960. He joined the general committee in 1963, and was appointed a director in 1965, a position he held until he retired in May 2023, although he remains President. Lyle was Chair of the Club from 1978 to 1982, Treasurer and Membership Secretary from 2004 to 2013 and joint editor of the club magazine Kent Driver in four periods spanning from 1968 until 2021. He also produced a club history booklet covering the first 80 years from 1935 until 2015 and was one of the principal organisers of a dinner to celebrate this occasion. Throughout his involvement with MMKMC, Lyle has been a prominent organiser of events including Clerk of the Course of the Chico Road Rally, Players No6 Autocross and Club Autocross, Farthingloe Hill Climb, Production Car Trials, Autotests and 12-Car and Scatter Rallies. Lyle was deputy Clerk of the Rally of Kent and a Stage Commander on the Mid-Kent Stages Rally. Lyle has also organised social events including gymkhanas, dinner dances and awards presentation evenings. He acts as the club archivist and is very much the elder statesman able to give sound advice when requested on all matters relating to the administration of the club and events. At almost 85 he still active in the club and happy to act as a proactive Event Steward. He still competes in historic road rallies and participates in touring assemblies.



### Tony McGuire



Tony started marshalling in the early 1980s at Oulton Park where he became a member of the BMRMC. As well as Oulton Park Tony travelled to

Donington Park regularly and was part of the group who fitted Oulton, Donington and Mallory Park into a weekend of Motorsport at Easter. As well as marshalling Tony contributed to developing, managing, and delivering BMRMC training days. He soon rose through the grades to Post Chief. In the late '80s Tony joined Champion Rescue as a trainee and on passing his assessment became a regular member of the crew working throughout the country at Rallies, Races and Speed events. Tony was part of the Crew at the Donington European Grand Prix, where his time at Tilburg University in Holland was useful to translate for Roland Brunserade, when a contractor for the debris fencing company began removing the barriers after the GP, but before the saloon car race. Only speaking Dutch, Tony was able to provide a simultaneous translation.

In 1996 Tony was part of the small group who established Phoenix Rescue and alongside his track marshalling duties he contributed to the development of Phoenix over the next decade, both as crew member and as crew chief, attending events from the smallest of club sprints to World Rally Championship events. In 2005 Tony took on managing the unit and continued to do so until transferring the vehicle and kit over to 750 Motor Club. He still crews for them. Tony has been a regular at events across the country and has worked at most tracks and speed venues, even beginning his training as a speed event Clerk. His nickname of "Magnet McGuire" is attributed to the regularity of incidents at his posts or on events where he was Rescue Crew Chief. Even when guesting on a Rescue Unit at Doune, Scotland, he managed to maintain his reputation.



### Jon Hunting

Jon has been a member of the National Association for School and Youth Group Karting (NatSKA) community over 40 years. He has been a team leader of numerous kart teams including The Our Ladies Catholic Grammar School in Loughborough, and now the Phoenix Kart Team, serving them both over many years.

He has twice been elected to the NatSKA board of Directors and has served as Competition Secretary, holding the responsibility for organising the event calendar and all the associated co-ordination of manpower and equipment that is required of that role. His enthusiasm for motorsport, and NatSKA in particular, is exemplary.

### Vaughan Allcock

Vaughan has been a licenced Rally Timekeeper for over 40 years. He has always tried to have the most up to date equipment ensuring a reliable service for competitors. For many years he was Chief Timekeeper for the majority of the ANCRO championship rounds and gained international status as Chief Timekeeper for the Pirelli International Rally. Vaughan is a very well know face amongst the rally community and has supported events across the whole of the UK in his role.



### Mervyn Getty

Mervyn Joined North Ulster Car Club in the mid-1970s, became a committee member, and in the later years a Director of the Club. He has had many organising roles within the Club and marshalled for other Club events around Northern Ireland.



### Alistair Morgan

Alistair joined North Ulster Car Club in early 1972 as a committee member and later became Club Secretary and Director, and more recently Club Treasurer. He has been involved in many organisational roles such as Clerk of Course, Steward, Marshal, and tries his best to find time to enjoy motorsport as a competitor.



Stuart Westbrook

Stuart has been involved in Motorsport Rescue for over 40 years, running two Rescue Units, working as a Motorsport UK Trainer and Assessor, and sitting on various advisory groups for Motorsport UK.

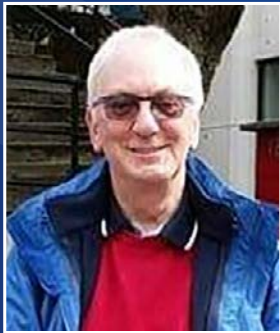


He offers support and advice to those in Rescue and Recovery, and those interested in motorsport with enthusiasm, common sense, and a much-appreciated sense of humour. He gives his time to those needing it without question, imparting his wealth of knowledge to problem solve and help. He goes out of his way to help event organisers needing Rescue Units, putting them in touch with other volunteer Rescue Units to support their events, plus guiding them with regards to numbers of Rescue Units required, crew, medical cover and set up.

He is actively involved in recruiting volunteers at any opportunity and sourcing paramedics interested in being involved in motorsport. His enthusiasm for motorsport is inspiring to all those who cross his path.

Alan Stoneman

Alan's dedication to the sport is like nothing else. At the young age of 74, Alan is still supporting the club and all the events he is involved in. He is willing to step in and help any club, anywhere in the UK at any time. As a senior member of the Wales Rally GB organisation team, it was Alan along with many others, that ensured the smooth running of the rally. His knowledge of all aspects of the sport is rarely replicated, and he is respected by spectators, officials, and competitors.



He first became a Clerk of the Course in 1974, running the Port Talbot Motor Club (PTMC) Novice Road Rally. In 1980 switched to be assistant Clerk of the Course of the Peter Russek Rally and was promoted in 1986 to Joint Clerk of the Course, becoming sole Clerk of the Course in 1996, running the Swansea Bay Rally until 2010. He has continued to run Special Stage events such as the Red Dragon and Tour of Epynt rallies and remains a Clerk of the Tour. He started as a radio car in the early 1980's, becoming Radio Controller and eventually Radio Coordinator South Wales. At PTMC he has been a general committee member for over 40 years and Treasurer since 2015.

Michael Ashcroft

Over the course of five decades, Michael Ashcroft has contributed to the motorsport community in numerous capacities – from his early days as a Marshal, dedicated driver and race and rally enthusiast, to his pivotal role in organising and managing events. In his roles of rally, speed and race Clerk of the Course, Michael has consistently demonstrated his ability to inspire and lead. His longstanding involvement with the Aintree Circuit Club is a testament to his commitment to the sport. He is also a longstanding Member of the MC Car Club's Senior Officials Team at their race meetings. Through his guidance and dedication, Michael has helped preserve the legacy of the Aintree Circuit Club and Grand Prix Track ensured its continued existence. His work as an event organiser, a mentor to aspiring racers, and a source of inspiration to countless individuals within the motorsport community is unmatched. In addition to his contributions at Aintree Circuit Club, Michael has been instrumental in promoting and advocating for the sport at a regional, national, and international level.

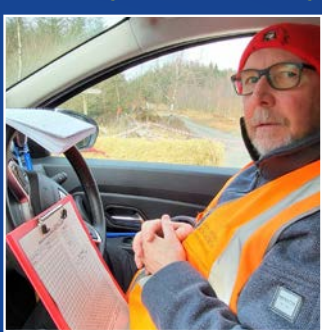


Graham Hughes

Graham's commitment to the world of motorsport has been extraordinary. For over 50 years, he has dedicated his life to the sport, working behind the scenes and on the frontlines to ensure its growth and success. His contributions to motorsport have left an indelible impact, touching the lives of countless individuals who have had the privilege of working with him. Notably, Graham has been an invaluable pillar of support to the Aintree Circuit Club (ACC). His dedication to the Club's success and the promotion of motor racing is remarkable. He has led the charge to save the ACC from the history books multiple times, and helped ACC achieve its goals and uphold its reputation as a historical institution in British motorsport. His enduring passion and dedication to the sport are undeniable, be it with Aintree, BARC, BRSCC or any other Club he was a member or supporter of.



Chrys Worboys



Chrys's first involvement with safety radio was in the early 1970's when he was with Keighley Scout Service Team. They used radios when providing safety communications for hiking events and Motor Club Rallies. These radios were on a frequency that was close to the 86Mhz that was used on rallies at that time. One of these events clashed with a local rally and interfered with the rally radio network. The Radio Controller, Richard (Dick) Taylor, called and asked who they were. Chrys explained, and this resulted in an invitation to a Rally Control to see what it was all about.

Others like Chrys were doing the same thing across the country and the (then) Motor Sports Association invited them all together to form the foundation group of MSA Radio Co-ordinators who met regularly to discuss working practice and ensure a common approach throughout the country.

Chrys was also involved with the Lombard RAC Rally, Network Q RAC Rally and Wales Rally GB from 1986 until 2005. He has also been involved with the organisation of the Roger Albert Clark rally from its inception until 2021. Chrys was a member of the Rallies Committee from 1998 until 2015.

Using his knowledge and experience Chrys created the Rally Marshals Handbook, which has been adopted by Motorsport UK, to assist both novice and experienced rally Radio Marshals.

Although Chrys has retired from Officials duties, he is still a Motorsport UK licensed Marshal and acts as an advisor to Motorsport UK on radio matters, and remains an active Radio Marshal on events.

He is continuing his twenty plus year association with HERO-ERA, marshalling on classic car events in the UK and abroad, and is Chief Marshal on HERO-ERA's Le Jog event from Lands' End to John O'Groats.

Bob McKeown

As Chairman of Cookstown Motor Club Bob encourages younger people to get involved with the club and motorsport. He was asked to join Cookstown Motor Club in 1995 by the last two remaining Directors who no longer had any members. Bob helped get the Club working again by organising Club events and 28 years later the Club is in very good health. During that period, Bob worked to get the first Road Closing Orders for Cookstown Motor Club and ensured that Cookstown became a round for the Northern Ireland Championship.



Bob also supports and serves on the Council of the Association of Northern Ireland Car Clubs (ANICC) and has worked with the ANICC for many years, including being Co-ordinator for the NI Stages Rally Championship over several years.

For the past 50 years Bob has helped many other Motor Clubs in Ireland, North and South, to run their events, especially Road Closed Events, and for many years his main forte was Spectator Control. Bob could always settle a big crowd or unruly spectators by addressing them in a sensible manner. Bob has been on the Organising Committee of the Ulster Rally for over 30 years.

Bob along with Plunkett Boyle was founder member of the Motorsport Marshalling Partnership and he helped recruit many new marshals. He has recently been promoting the training of Timekeepers and is a licensed National Clerk and Safety Car Driver.



Raymond McFaul

Raymond McFaul is a founder member of the North Ulster Car Club, which was formed on 4th November 1971, and has continued through the years to lead the committee as Chairperson at the monthly meetings. He has continuously been involved in many organisational roles within his own club, as well as acting as Club Steward, Timekeeper and Marshal at various motorsport events throughout Northern Ireland.



## 2023 Volunteer Award Winners

Motorsport UK is delighted to announce the winners of the 2023 Club, Volunteer, Organising Team, and Sustainable Club of the Year awards

### Sustainable Club of the Year Bath Motor Club

**Hats off to the forward-thinking Bath Motor Club, which has been rewarded with Motorsport UK's Sustainable Club of the Year Award for 2023.**

This year the club celebrated 60 years of motorsports; since 1963 its members have organised hundreds of events, from grassroots to national level and participated in thousands more.

While rightly honouring its impressive history, the club is also looking towards the next 60 years, determined that the enjoyment and fun generated by competitive motorsport is available not only to the younger generation of today but also to the future generations to follow. As part of its campaign to actively attract younger members the club is acutely aware of the widespread concerns about the environment and the carbon impact of motor vehicles, thus sustainability is always towards the top of its agenda.

Almost four years ago it established a comprehensive review of all the environmental impacts of what it does and created a robust Environmental Management System, named BESS, designed to ensure its activities are sustainable, long into the future. The club was very proud that this initiative was acknowledged when it was awarded the first Motorsport UK Sustainability Accreditation in May 2021, but even prouder its ongoing successful efforts have received another major accolade.

"Bath Motor Club is absolutely delighted to receive the Motorsport UK Sustainable Club of the Year award for 2023," confirmed Andy Cross who, as the Environmental Sustainability Leader, is a key driving force behind the implementation of many of the club's eco-friendly plans.

"We have been working away on our Environmental Management System for three years now, this year using



the Motorsport UK Carbon Calculator to back up our own carbon calculations too and are so pleased that our efforts have been acknowledged in this way.

"We received the news as our happy team of volunteers were out planting some more trees with our partners, Co-Forest, and a loud cheer rang out! We are planting this new forest contributing to the offset required for all our club's carbon emissions, but CO<sub>2</sub> is just one of the environmental aspects we manage as a motor club. Waste, purchasing, noise and protection of the land, flora and fauna are significant, too.

"But the most vital aspect is communication and the encouragement and inspiration of others. It is so important for us to make what we do visible, transparent, and inclusive and we are very eager to encourage members from the 700 plus other clubs registered with Motorsport UK to do the same. Many small steps can take us a long way!"

To ensure good visibility of its environmental credentials, the club displays the green Motorsport UK sustainability logo on all its relevant documentation, media communications and clothing, which draws interest widely – even more so now as the club has rebranded in recent months.

For its sterling, award-winning efforts, the innovative Bath Motor Club gains a new logo badge, as well as collecting a £1,000 prize, plus a special trophy from Motorsport UK – to be presented at the Night of Champions Awards held at the Royal Automobile Club in London.



### Club of the Year Maidstone & Mid-Kent Motor Club

Motorsport UK is delighted to announce that the Maidstone & Mid-Kent Motor Club has been bestowed with 2023 Club of the Year honours with the Truro & District Motor Club picking up the Runner Up laurels. The former wins a £1,000 prize and Motorsport UK Trophy to be collected at the Night of Champions celebration, while the Runner Up also wins a Motorsport UK Trophy plus a £500 prize.

The busy Maidstone & Mid-Kent Motor Club aims to offer friendly, fun, and affordable local motorsport and is a proactive supporter of Motorsport UK's StreetCar initiative. It is also one of a growing number of clubs to have a strong female representation among the organising team and to have adopted a well communicated sustainability policy.

The club is particularly well known for its expertise in Autotesting and offers a pathway for new competitors from the Taster Day in May, through the Evening Autotests during the summer to the one-day grass and Tarmac events later in the year. To encourage junior drivers in all it has given them free entries to the Taster Day and a discounted entry to other events – a philosophy that is set to accelerate.



"Winning the Club of the Year Award for 2023 enables us to celebrate our members, both past and present, and the contribution they have made to the success and development of MMKMC events as organisers, marshals and competitors throughout our 90-year history," enthused the club's Chair, Liz Jordan who has already allocated the welcome prize money to a very good cause. "We are committed to supporting junior competitors and have decided to use our prize money to fund free entries for junior drivers on our events for the foreseeable future."



### Runner Up Truro & District Motor Club

The Truro & District Motor Club also prides itself on being one of the most inclusive clubs, promoting women to senior positions and having disabled members. The club did not set out to promote women, but it slowly dawned on all involved that women were an integral part of the club and the numbers among marshals, officials and competitors were escalating. They are now proud that young women have role models to follow in Cornish motorsport.

The club is also particularly pleased to have juniors competing at its events and to have embraced sustainable technologies as

showcased by its introduction of an EV class at its popular Watergate Bay sprint event.

"The Truro & District Motor Club has been in existence now for more than 100 years, but we are working hard for the future of motorsport in Cornwall," explained Jane Day, Vice Chair. "We are very pleased to be one of the first clubs to have juniors competing in hillclimbs and sprints and to have embraced electric cars in our recent event at Watergate Bay. It is easy to feel overlooked when we are at an extremity of the country, so we feel very honoured and supported by Motorsport UK by receiving this award."







## Volunteer of The Year Grace King

**The seemingly boundless efforts of Grace King have been recognised with the Motorsport UK Volunteer of the Year Award, a richly deserved accolade presented annually at the Night of Champions, together with a trophy and cheque for £500.**

Grace's story started in the early 2000s where, as a member of her local Dungannon Motor Club she learnt the basics of navigation and marshalled at numerous events. She was subsequently elected to the position of Club Secretary.

Fast-forward nearly 20 years and she continues to serve the sport with enthusiasm, generosity, and dedication, and is now warmly recognised as a leading light by the wider community, having also taken on the very onerous extra task of Secretary for the Association of Northern Ireland Car Clubs (ANICC).

"To define all the roles that Grace takes on would simply take too long as she is a willing team player and is happy to roll up her sleeves and get stuck into anything," affirmed Wilson Carson, Chairman of the ANICC.

Since her appointment, Grace has endeavoured to provide leadership and guidance to all 33 of the Association's member clubs, along with supporting the work of the elected ANICC Council and the various discipline Committee

Members. In doing so, she works tirelessly for the sport, providing clubs, officials, and competitors with regular email updates, as well as managing the ANICC social media.

As a result of her taking over the running of the ANICC Facebook page little more than 12 months ago, her weekly calendar of events, as well as championship updates and various information pieces have seen the number of followers increase by more than 75 per cent. Grace has also been the driving force behind the upgrade to the ANICC website, which was completed in March of this year, working with the website designer to make the portal more modern and user friendly.

When she was elected to ANICC Secretary, Grace became the first female office bearer in the ANICC history and has become a fantastic advocate and ambassador for Women in Motorsport. Grace is renowned for always striving modernise the ANICC and encouraging younger people, especially females, to get involved in motorsport.

Nor do Grace's talents stop behind a desk at ANICC or Dungannon Motor Club. She is also a keen marshal and timekeeper on many Autotests, closed road rallies and Targa rallies throughout Northern Ireland, always doing her part to give back to motorsport.



When she finds some free time, she also competes as a navigator in Targa and Navigation rallies. Moreover, earlier this year Grace undertook the role of Clerk of the Course at Dungannon Motor Club's charity Autosolo, roping in her family to run the busy BBQ and raising £2,000 for Friends of the Cancer Centre.

"I am shocked and delighted to have the great honour of being awarded the Motorsport UK Volunteer of the Year," said an elated and surprised Grace. "To receive recognition for volunteering in a sport I have loved from a young age has left me quite speechless and I would like to thank those who nominated me for this award.

"Motorsport has played a massive part in my life, as my father took me to events from when I was old enough to walk and it's through competing that I met my husband. I am proud of the many things I have achieved so far in my life, but this award is most definitely one of my proudest moments."

While Grace and John have been singled out for these special awards, Motorsport UK congratulates – and thanks – all those volunteers without whom the sport would not function at all levels from the grassroots right up to the British Grand Prix.

## Runner Up John Butler-Jenkins

The efforts of John Butler-Jenkins have also been acknowledged. He has been named by Motorsport UK as Runner Up for Volunteer of the Year, having been an invaluable member of the Carmarthen Motor Club for than 50 years. He receives a trophy plus a cheque for £250. "I feel very honoured to accept this award not just for myself, but for all the members of Carmarthen Motor Club, past and present," said John.



## Organising Team of The Year Carryduff Forklift Down Rally

**It wasn't so long ago that the future of the Down Rally was in serious doubt but, thanks to a successful partnership between the Rathfriland Motor Club and Ballynahinch and District Motor Club, the much-loved event is not only still going but it's thriving.**

As a round of the Protyre Motorsport UK Asphalt, and McGrady Insurance Motorsport UK Northern Ireland Rally Championships, as well as the Micra Challenge, last summer's event attracted a top-class entry with more than 100 crews contesting eight special stages.

Victory went to Cathan McCourt and Brian Hoy in a Fiesta Rally2 but the real winner was the rally itself – a fact now verified by the award of Motorsport UK's coveted Organising Team of the Year accolade.

Much of the recent success has come via the nurturing of a stronger relationship with Lisburn and Castlereagh City Council, which has enthusiastically supported the growth of the event.



In partnership with the Council, the revitalised event moved its Service Area into the heart of Lisburn in 2022 and this year – again working closely with Council Officials – the entire 2023 Carryduff Forklift Down Rally was based in the city centre. The Ceremonial Start on Friday evening took place in Council's city centre event space with a well presented Start Ramp, full commentary, and live internet streaming. Then, after the dust settled on Saturday, the Podium celebrations were hosted in the same area.

The busy downtown location was also used throughout the event to host a Council Family Fan-zone with family-oriented activities, livestreaming from the rally stages on a big screen plus a visit by all competing cars to a mid-day





regroup control at the ramp. Creating a real buzz, all the city centre activities were well attended by a wide cross section of the community, including families and all age groups as well as motorsport enthusiasts, media, and sponsors.

The very worthy Carryduff Forklift Down Rally was nominated for this award as an example of an event which had reached a crossroads around 2016/17, with real doubts about its survival. Through making the commitment to work together and pool ideas and resources, the two organising clubs have now not only saved the rally but continued to develop it each year to the current situation of having a unique level of community interaction through the local Lisburn and Castlereagh City Council which is bringing motorsport to new audiences and the very heart of the community.

"The Down Rally Team is delighted to be honoured and recognised with the Organising Team of the Year Award," said Andy Gilmore, Clerk of the Course.

"This award reflects our dedication, passion, and drive to deliver a rally enjoyed by competitors and spectators alike. We extend our gratitude to everyone who contributed, including team members, all volunteers who helped, our sponsors Carryduff Forklift, and host city Lisburn & Castlereagh City Council."

Those behind the impressive 2023 Carryduff Forklift Down Rally will receive a cheque for £1000 plus a Motorsport UK Trophy at next month's Night of Champions staged at the Royal Automobile Club in London.



## Runner Up Ronnie Trouton Autotests

Completing the double for organising teams in Northern Ireland, those behind The Ronnie Trouton International Autotests were awarded with the Runner-Up laurels for their staging of the province's biggest event of its type in living memory. "It is amazing to receive this award for the Ronnie Trouton Autotests," said Team Leader for the event, Mark King. "The event not only meant a lot to everyone involved within the organising team, but it was also a massive opportunity to showcase what grassroots motorsport can accomplish when people come together. We are honoured to bring this award to Northern Ireland and the Autotest community."



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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

Sitting on 13th December 2023  
Tony Scott-Andrews (Chair), Dennis Carter, Ian Watson

Disciplinary Panel  
Joe Defazio  
Licence Number: 394146  
Case No: J2023-33

Jamie Champkin appeared on behalf of Motorsport UK.  
Joe Defazio appeared in person and was not represented.

1. Mr Joe Defazio is summoned to appear before the National Court to answer allegations that having been convicted of breaching General Regulation C.1.1.9 whilst at Sherington Kart Circuit on 19th November has further breached General Regulations A.10.1.3, A.10.1.5 and an undertaking given by him to Motorsport UK on 2nd February this year.
2. The facts are that Defazio holds a PG Licence and was with his daughter who was racing at Sherington Kart Circuit on 19th November.
3. There would appear to be some history of conflict between Defazio and the team of another competitor.
4. A report was made to the Clerk that Defazio had used threatening language to a member of that team who was a Minor, an allegation which Defazio strongly denied and continues to do so. Nonetheless he was found to have contravened General Regulation C.1.1.9 and thus appears before this Court.
5. Defazio does not accept that he is in breach of either the aforementioned Regulations or the undertaking. He does, however, accept that he no longer has any wish to hold a PG licence and is content for another to hold such a licence in order that his daughter may continue to race.

6. The Court considers that in all the somewhat unusual circumstances of this particular case, it is prepared to accept Defazio's undertaking which he gives to the Court today in terms that he will not make any further application for a PG licence for a period of five years from today's date, 13th December 2023.
7. That being so, the Court makes no other finding and orders that:
  - a. the said undertaking be recorded by Motorsport UK,
  - b. that in the event that any such application should be made by Defazio within a period of five years commencing today, 13th December 2023, the matter shall be referred back to this Court for its consideration before any such licence be issued,
  - c. Defazio's existing PG licence is suspended for the remaining few days of 2023.

There is no order as to costs.

Tony Scott Andrews, Chairman  
13 December 2023

Sitting on 13th December 2023  
Tony Scott-Andrews (Chair), Dennis Carter, Ian Watson

Disciplinary Panel  
X (minor)  
Case No: J2023-34

Jamie Champkin appeared on behalf of Motorsport UK.

X appeared in person accompanied by his father, and was represented by his legal representative, Mr Daniel Jennings, Solicitor.

Because of the commonality of facts and with the agreement of both parties, this case was heard at the same time as that relating to Y (minor).

1. X a Minor who was disqualified from the meeting at Whilton Mill on 22nd November for breach of Regulation C.1.1.9, is summoned before this Court for consideration of further breaches of National Competition Rules A.10.1.3, A.10.1.5 and C.1.1.4.
2. The facts are that the kart driven by X in a round of the Junior Rotax championship was in collision with one driven by Y. Both karts came to rest off the track and a verbal altercation ensued between the two drivers. A marshal sought to intervene, but Y aimed a punch at X's head.
3. The Court has the benefit of a series of photographs taken by the official club photographer. From these it can clearly be seen that the marshal, one Richard Ward, came between the two drivers and was directing Y to walk away.
4. It is regrettable that at this point X, rather than taking the opportunity to walk away chose to retaliate by attempting what has been described as a rugby tackle on Y. A tussle ensued with the result that X ended up on the ground.
5. Both drivers appeared before the Stewards where they were each found to be in breach of Regulation C.1.1.9 and each was disqualified from the meeting.

6. X through his advocate today does not dispute breach of the said regulations and X personally expresses his regret for what happened.
7. The Court, however, finds his conduct that day to have been utterly reprehensible and unacceptable. Such conduct has no place in motorsport. There can be little worse for the general perception of motorsport or more likely to bring it into disrepute than what can only be described as a fight, between two competitors, trackside in full view of many of those present.
8. The Court therefore orders that:
  - a. X's licence shall be suspended for the remainder of this year 2023,
  - b. that any further licence or licences issued shall be suspended for a period of two years commencing with today's date,
  - c. such suspension shall itself be suspended with effect from 1st April 2024 in accordance with Regulation C.2.1.3.
  - d. there shall be a contribution toward the costs of the Court in the sum of £500.

Tony Scott Andrews, Chairman  
13 December 2023

>>>>>



Sitting on 13th December 2023  
Tony Scott-Andrews (Chair), Dennis Carter, Ian Watson

Disciplinary Panel  
Y (minor)  
Case No: J2023-35

Jamie Champkin appeared on behalf of Motorsport UK.

Y (minor) appeared in person accompanied by both parents and was represented by his legal representative, Mr James Marsland of Counsel.

Because of the commonality of facts and with the agreement of both parties it is agreed that this case is heard at the same time as that relating to X (minor).

1. Y, a Minor who was disqualified from the meeting at Whilton Mill on 22nd November for breach of Regulation C.1.1.9, is summoned before this Court for consideration of further breaches of National Competition Rules A.10.1.3, A.10.1.5 and C.1.1.4.
2. The facts are that the kart driven by Y in a round of the Junior Rotax championship was in collision with one driven by X. Both karts came to rest off the track and a verbal altercation ensued between the two drivers. A marshal sought to intervene, but Y aimed at punch at X's head.
3. The Court has the benefit of a series of photographs taken by the official club photographer. From these it can clearly be seen that the marshal, one Richard Ward, came between the two drivers and was directing Y to walk away.
4. It is regrettable that at this point X retaliated by attempting what has been described as a rugby tackle on Y. A tussle ensued with the result that X ended up on the ground.
5. Both drivers appeared before the Stewards where they were each found to be in breach of Regulation C.1.1.9 and each was disqualified from the meeting.

6. Y through his advocate today does not dispute breach of the said regulations and Y personally expresses his regret for what happened and assures the Court that it will never happen again.
7. The Court, however, finds his conduct that day to have been utterly reprehensible and unacceptable. Such conduct has no place in motorsport. There can be little worse for the general perception of motorsport or more likely to bring it into disrepute than what can only be described as a fight between two competitors, trackside in full view of many of those present.
8. The Court therefore orders that:
  - a. Y's licence shall be suspended for the remainder of this year 2023,
  - a. that any further licence or licences issued shall be suspended for a period of two years commencing with today's date,
  - a. such suspension shall itself be suspended with effect from 1st April 2024 in accordance with Regulation C.2.1.3.
  - a. there shall be a contribution toward the costs of the Court in the sum of £500.

Tony Scott Andrews Chairman  
13 December 2023

Sitting on 13th December 2023  
Tony Scott-Andrews (Chair), Dennis Carter, Ian Watson

Disciplinary Panel  
Z (minor)  
Case No: J2023-36

Jamie Champkin appeared on behalf of Motorsport UK.

Z, a Minor, appears before the Court remotely and is supported by his parents.

1. Whilst competing at Kimbolton Kart Circuit on 12th November Z was found to have ignored the display relating to himself of both a technical flag and numerous black flags.
2. There was contact during the race which on one occasion took Z off the track.
3. Upon enquiry it was determined that after the chequered flag and en route to parc fermé Z's kart made contact on several occasions with the rear of the kart which he considered had taken him off. Z explained the difficulty in seeing the flags and his mistaken belief that they did not relate to him as he was running with a competition number that was not his usual one.
4. Z was disqualified from the meeting for ignoring the black flag (General Regulation C.1.1.6) and seemingly disqualified again for driving in a manner incompatible with general safety (C.1.1.5).

5. Z is accordingly summoned before this Court for consideration of further breaches of General Regulations A.10.1.2, A.10.1.3, A.10.1.4 and A.10.1.5.
6. Those breaches are accepted by Z whose father has made very clear to Z the seriousness of such matters.
7. Z himself has assured the Court that he will take no such action in future and will comply with all flag signals.
8. The decision of this Court is that Z's licence shall be suspended for a period of one year commencing today, 13th December 2023 but that such suspension shall itself be suspended for its entirety. (General Regulation C.2.1.3).
9. The recurrence of any such behaviour will result in the matter being referred back to this Court.
10. The costs of the Court are to be paid in the sum of £250.

Tony Scott Andrews, Chairman  
13 December 2023



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# Drag Racing

Drag racing is the fastest, loudest, and perhaps most spectacular of all motorsports. It pits drivers and their cars against one another in pairs from a standing start over a standard straight course of up to a quarter-mile

## What makes a good car?

Four wheels and a power unit. There is a huge range of different vehicle categories to choose from, starting with road-going production cars. The highest level is Top Fuel Dragsters, which involve extremely professional levels of engineering.

## Can you drive to events?

Yes, if your vehicle is road-legal you can compete in whatever you turned up in. However, if it is not road legal it will need to be trailered to the venue.

## What other kit do you need?

At the entry level (such as 'Run What Ya Brung' events) you do not need any other kit – you do not even need a crash helmet unless your car has a soft top or can reach 110mph at the finish line. If you are at formal competition level, you will require approved fire-resistant apparel, a crash helmet and possibly additional safety equipment, depending on the class you are in.

*At entry-level costs are minimal with road-going vehicles just using tyres and fuel*

## What are the general costs of running a car?

In the lowest classes, costs are minimal – for road-going vehicles the key costs are regular tyres and standard fuel. However, in the higher classes the costs will rise as more specialist equipment and preparation is required.

## What about travel and accommodation?

Often, people camp at the track – either in tents, caravans, or motorhomes. Around Santa Pod, which is located between Bedford and Northampton, there are also plenty of hotels, guesthouses, and Airbnb properties.

## How do you enter and what are the costs?

A public track day like 'Run What Ya Brung' at Santa Pod will cost £65. This includes event admission, the signing-on fee for a standard event and unlimited runs on the track.

## What makes a good driver in this discipline?

Precision, accuracy, and consistency of application are key to becoming successful, as is having a cool head. You also need to have empathy with your machinery and be able to understand its characteristics, capabilities, and quirks, and you need to be able to analyse and assess the track and the atmospheric conditions to gauge slip levels and optimise your start.

In handicap racing (also known as 'bracket racing') you need to be able to analyse and select accurate dial-in times and it is also important to be able to hone your launch, gearshift, and finish line observation techniques.

Finally, in any category it helps to have an element of mechanical aptitude, as drag racing is a 'hands-on' motorsport – and it is even better if you have a friend or two who are also willing to get their hands dirty!

## What is the most important skill?

The ability to keep a car steady under the extreme forces.

## How do you improve and progress?

Practise, practise, practise.

## What is the competition format?

A drag race is an acceleration contest between two vehicles from a standing start over a measured distance – traditionally a quarter-mile, sometimes less, never more. The winner of each pairing progresses to the next round, the loser is eliminated, and the competition continues until a single winner remains – a knockout tournament like the FA Cup football or Wimbledon tennis.

>>>>>

## Five Top Tips

- Attend a drag race as a spectator
- Visit the paddock and talk to the racers
- Drag racing is a welcoming sport
- Public track days offer unlimited runs
- Entering drag racing is, quite literally, straightforward!

*With thanks to Robin Jackson,  
Press Officer, British Drag  
Racing Championship, and  
Darren Prentice, Track and  
Race Operations Manager,  
Santa Pod Raceway*





At its most basic level, non-competition, non-permit events – such as Run What Ya Brung track days – allow unlimited runs and are simply timed to the clock. Some individuals just choose to confine their track activities to these kinds of events, rather than stepping up to permitted competition.

Permitted race meetings are usually run over two or more days and begin with qualifying against the clock, with elimination rounds for the qualified racers concluding the meeting.

Drag racing comes in two forms: heads-up racing (typically faster classes) and bracket or break-out racing (typically slower classes). The heads-up format sees equalised vehicles compete against each other with no handicap, while bracket

competition involves vehicles of unequal type and output, with handicapped starts and staggered timing to even things up on the strip. In the bracket racing, competitors who ‘break out’ – dip below their assigned index or chosen dial-in times – are penalised.

## How tough is the competition?

The racing is intense and the pressures immense because head-to-head runs are often decided by fractions of a second.

## Who can take part?

The competition is gender-neutral, so male and female racers compete together. Junior competitors can start at the minimum entry age of eight, while Seniors start at 16.

## How does a beginner ‘break the ice’?

Drag racing is a welcoming sport and new entrants are encouraged when they are outside the car – the fierce rivalry is generally confined to the start line!

## How do you win and what are the prizes?

You win each elimination match by crossing the finish line ahead of your opponent (subject to bracket racing’s break-out rules) and you win the overall event by beating all your opponents, round by round, until only you survive.

The sport has many different classes and racers can compete for trophies and prize funds at individual events, while also earning points towards seasonal championships.



## What is the top level and how competitive is it?

The top category is Top Fuel and that is the equivalent of Formula 1. An explosion on wheels, it was once described by legendary racer Tony Schumacher as “like being rear-ended at the traffic lights by a cement truck doing 200mph!” It is a team sport, but the driver must have the ability to cope with a severe physical assault while controlling a car topping 300mph in less than four seconds.

## Is it a stepping-stone towards other forms of motorsport?

Organised drag racing is an original and autonomous motorsport discipline, imbued with its own philosophy and structure, intricacies and demands. There can be occasional crossovers with circuit racing, most often with sprinting and land-speed record competition.

## How many Clubs are there around the country that run drag events?

The most famous venue in the UK is Santa Pod Raceway, which is the only UK track equipped to accommodate permitted competition right to the highest level. However, it is not the only place you can go drag racing in the UK. Straightliners runs events at Melbourne Raceway, near York, and Dakota Raceway, in Devon, while Perranporth Driving Centre uses Spitfire Raceway in Cornwall. In Scotland, there is a 1/4-mile strip at Crail Raceway, on the coast of Fife, that runs regular events.

## Can Clubs run drag-style events?

It is very simple for any Club to put on a drag event – all they need is a straight stretch of road or track on private premises (NOT on a public highway!). The length is indeterminate, but it must be wide enough to accommodate two vehicles racing side-by-side from a standing start without danger of collision and sufficient space beyond the finish line for the vehicles to slow safely.

Early drag races were started by flag, and this remains feasible today, while a finish-line observer (possibly with a running slow-motion video camera for very tight finishes) is all that is needed to determine which vehicle has crossed the finish line first. Of course, safety standards should always be observed and any formal, permitted competition must comply with Motorsport UK regulations.



For more information, visit  
**Santa Pod** [www.santapodracersclub.com](http://www.santapodracersclub.com)  
**Straightliners** [www.straightliners.events](http://www.straightliners.events)  
**Spitfire** [www.perranporthdrivingcentre.com/spitfire-raceway](http://www.perranporthdrivingcentre.com/spitfire-raceway)  
**Crail** [www.craillraceway.co.uk](http://www.craillraceway.co.uk)

For more details on the Santa Pod dial-in-day see [santapod.co.uk/dial-in-day.php](http://santapod.co.uk/dial-in-day.php)

## How does someone with no experience get to their first start line?

Start by reading as much as you can about the sport and attending and observing a drag race as a spectator to see if it appeals. Free paddock access is standard at all events, allowing a close-up view of the whole process and the opportunity to talk to all the racers you see there.

If it does appeal and you have a full valid driving licence (or relevant Motorsport UK licence), enter your vehicle in a public track day and give it a go. You will find that there is always someone around who is willing to pass on knowledge, so make sure you speak to anyone and everyone you can.

If you want to progress further, it is a good idea to attend the annual ‘Dial-In Day’ at Santa Pod in March, as this provides a thorough classroom and on-track grounding in the basics of the sport. You can then obtain a club membership and a Motorsport UK competition licence and enter an event. Any rookie must complete three observed runs to demonstrate competence to the satisfaction of the Race Director before getting into full competition.

If your vehicle is showroom-stock or mildly modified, Sportsman ET is the starting point – elapsed-time bracket from 30.00sec to no quicker than 12.00sec. No technical inspection or scrutineering is required, other than basic vehicle safety. Quicker classes require more rigorous technical vehicle inspections appropriate to the class (including driver apparel).

## What championships are there?

At the top level, there are classes for Top Fuel Dragster, Pro Modified, Top Methanol and Pro Stock in the FIA European Drag Racing Championships, while the British Drag Racing Championship is for Pro-Modified vehicles.

The Santa Pod Racers Club National Championship runs Pro Mod and Sportsman categories, while there are Club Championships for Sportsman classes at SPRC, Melbourne Raceway and Crail Raceway. The website Eurodragster.com lists many of the different championships available here:

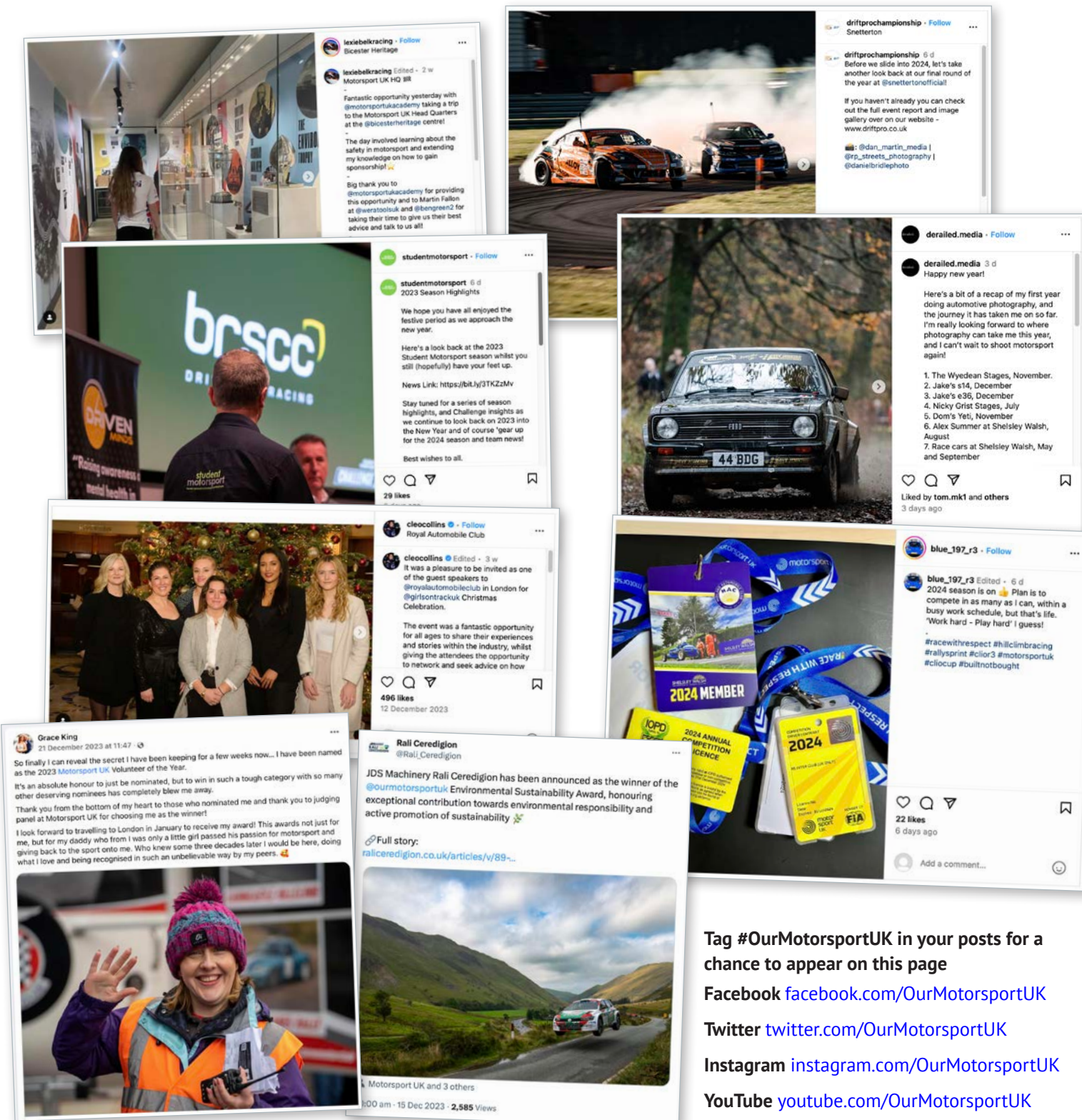
[www.eurodragster.com/news/23points/default.asp](http://www.eurodragster.com/news/23points/default.asp)



## Highlights from the past month on social news feeds

Many clubs, events and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the posts



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# Wiscombe Park

Wiscombe Park is home to a stunning Hill Climb course that runs through a steep wooded valley. It is considered to be one of the most challenging in the UK, with a mixture of technical sections and flat-out straights. Publicity Director Nigel M Cole, gave *Revolution* the background on the venue

## Fascinating fact

Wiscombe Park has the highest Hill Climb finish of all the current British Championship venues, sitting at 175m above sea level.

**Circuit:** Wiscombe Park

**Location:** Southleigh, Colyton EX24 6JE (What3Words: tablet.fairy.hexes)

**Length:** 1,000 yards

**Website:** [www.wiscombepark.co.uk](http://www.wiscombepark.co.uk)

## History

The course was designed by Major Richard Chichester and Major Charles Lambton in the mid 1950s, with Downton Engineering's Daniel and Bunty Richmond, and famed journalist Denis "Jenks" Jenkinson also involved in the planning. The venue held its first Hill Climb in August 1958, with an event organised by The West Hants & Dorset Car Club and Yeovil Car Club. The hill was originally 850 yards and was extended to 1,000 yards in 1961, with the first British Championship event being held a year later. Meetings have been held at the venue every year since.



>>>>





### Track

The course was resurfaced in May last year and begins in open parkland before rising into the forest. From the start line, in front of Wiscombe House, competitors go over a bridge to take the sharp left hander – Wis Corner – leading on to Wis Straight. They then negotiate the deceiving Bunnys Leap before heavy braking is required for the right hander – The Gate.

The cars then enter the forested section of the hill, beginning with The Esses – three S bends in quick succession – followed by a tight right-handed hairpin – Sawbench – which leads onto Castle Straight, the fastest part of the course where the single seaters can achieve speeds of up to 130mph.

Heavy breaking is then required for the very tight left-handed hairpin – Martini, where the steepest part of the course is found with a gradient of 1 in 6.9 – before a short blast up to the finish line. The average gradient is 1 in 13.6 and the current Outright Hill Record is held by quadruple British Champion Wallace Menzies at 32.93s, set in July 2023.

### Competing Categories

The venue hosts a wide variety of regional and national Championships including the British Championship in July and a VSCC event in May as well as the nine-round Wiscombe Championship for all Classes. At a number of meetings, members of the NHCA compete on bikes and sidecars and there is also a bike-only event in September.

### Events held at the track

There are 12 events held annually over six race weekends from April through to September.

### How to get on track

A 'Getting Started' guide is available to view and download from the circuit website. The 12 meetings are organised by various motor clubs and full details are available via email on [wiscombe.hillclimb@gmail.com](mailto:wiscombe.hillclimb@gmail.com)

### Best corner

Spectator favourites are the two hairpins at Sawbench and Martini.

### Best viewpoint

Wiscombe offers unrivalled viewing along its whole length, so wherever you choose to stand you will see plenty of action.

### Best spot for photography

Because the spectator areas are close to the track, photographers have a wide variety of locations from which to capture the action, often without the need for expensive long lenses. The corner at Wis, and the Sawbench and Martini hairpins will often see cars on three wheels, while Wis Straight and Castle Straight (the fastest part of the course) both offer great opportunities for panning shots. Paddock access is free and there is plenty of opportunity for candid shots of the drivers and static car portraits.

*The open paddock can be explored by ticket holders*



*The Wis Straight is a popular viewing point and location for family picnics*

### Best place to eat

The venue offers a wide variety of food and drink at every meeting, provided by its caterers in the competitors' paddock. Also, close to the venue, Blackbury Honey Farm, Boveys Down Farm, and the Hare & Hounds, all offer excellent food.

### Family fun

The meadow along Wis Straight is very popular with families who can set out a picnic and watch the action unfold in front of them. That location offers plenty of space for children to play but also allows them to see the cars for a good amount of time as they leave the paddock, launch off the start line and then blast past in front of them.

### Where to stay

The venue lists a wide selection of B&B options and small hotels on its website. There is also a Premier Inn located in Honiton, and the very exclusive The Pig hotel at Gittisham, while plenty of camp sites can be found within easy reach of the venue.

### Best pub

The nearest location offering alcoholic beverages is the beer tent on site for race weekends in the competitors' paddock, with excellent selection of ale on offer from the local Otter Brewery. The nearest public house is the Hare & Hounds, about four miles from the venue.



*The Martini Harpin allows for close action photography*

### Great things to do nearby

Wiscombe Park is located very close to the Jurassic Coast, a UNESCO World Heritage Site, which offers excellent fossil hunting opportunities along a well-marked coastal path. The resort towns of Seaton and Sidmouth are around six miles away, with attractions including the Connaught Gardens, a Donkey Sanctuary and sand, shingle and pebble beaches.

### How to get there

Wiscombe Park is a private estate owned by the Chichester family, seven miles from Honiton. Take the A375 from Honiton towards Sidmouth – turn off left at Putts Corner (opposite the Hare & Hounds Pub) on to the Seaton Road – turn left marked Blackbury Honey Farm/ Blackbury Camp (Route well signposted from Honiton with AA signs).



## Bodmin Heights Trial

14th January, Borough Arms, Dunmere, Bodmin

The Camel Vale Motor Club is celebrating the turn of the year with a Clubmans Permit Classic Reliability Trial. Open to all those with a valid Club Membership Card, a free Motorsport UK RS Clubmans Licence, and a current MOT certificate. The entry fee is £50 and is only payable online. Scrutineering starts at 8.00am so the first competitor can get out by 9.00am. See the Club website for more information, regulations, and entry form. <https://camelvalemotorclub.co.uk/events/>



## MGJ Engineering Brands Hatch Winter Stages

Saturday 20th January, Brands Hatch Circuit, Kent

Chelmsford Motor Club is pleased to welcome back competitors, marshals, officials, and spectators for the tenth running of the MGJ Engineering sponsored event. The 2024 event includes eight stages with approximately 45 sealed surface stage miles, with a short length of unsealed surface per stage. It will run in a similar format to previous years, making the most of the circuit and paddock areas available. A free livestream of all stages will be on the Special Stage YouTube channel, plus Motorsport UK TV. <https://brandshatchstages.co.uk/the-event>



## South Oxon Car Club January Autotest and PCA

21st January, Silverstone Rally School

Autotest is a low-speed competition designed to test an individual's precision car control against the clock. Competitors will take on a predefined course, with the winner being the participant with the fastest time and the fewest penalties accrued. The South Oxon Car Club will be running a Clubmans Autotest / PCA, open to all those with a valid club membership card and a free RS Clubmans licence. <https://southoxoncarclub.co.uk/444924705>



## JLA Recovery Autotest Championship Round 1

Sunday 18th February, Royal Welsh Showground, Builth Wells

The first of six rounds in the 2024 JLA Recovery Autotest Championship is being run by Epynt Motor Club Ltd. Competitors must be a member of Epynt Motor Club to enter, and require a Motorsport UK RS Clubman Licence in order to compete. Entries will open two-weeks before the event, which features eight tests for five classes of entrant, with trophies being awarded to the first in each class.

For further details see [www.epyntmc.co.uk/club-events/auto-tests](http://www.epyntmc.co.uk/club-events/auto-tests)



# MOTORSPORT UK IS SEEKING APPLICATIONS FOR AN INDEPENDENT NON-EXECUTIVE DIRECTOR

Motorsport UK (Motorsport UK Association Limited) is the national membership organisation and governing body for four-wheel motorsport in the UK, representing competitors, volunteers, clubs and fans. We are a founding member of the world governing body, the Fédération Internationale de l'Automobile (FIA).

Motorsport UK invites applications for an independent non-executive Board Director to be appointed on the recommendation of its Nominations and Appointments Committee. The successful applicant will join the Board consisting of up to twelve Directors, that includes representation from the sport membership, the CEO and is led by its independent Chair, David Richards CBE.

The role of the Board is to provide strategic leadership including setting and measurement of goals for the organisation. It is the ultimate decision-making body for the approval of rules and regulations. Further information in relation to the Governance and Board at Motorsport UK can be found here: <https://www.motorsportuk.org/about-us/governance/>

Directors are drawn both from the sport and external expert and professional disciplines. The Board meets four to five times per year generally at the organisation's Bicester headquarters. There will also be additional task force / working group engagement for Directors on an ad hoc basis. Altogether it will require a commitment expected to be circa fifteen days per annum. Appointment is for an initial term of no more than three years (with potential re-election on two further occasions).

The engagement is on a purely voluntary basis and unremunerated, however, reasonable travel and meeting expenses will be reimbursed according to Motorsport UK policies and procedures. Directors will benefit from access to unique events and engagement with the sport.

Motorsport UK is seeking applicants that can offer expertise in areas such as:

- Knowledge of and / or experience in women's sport or gender diverse sport;
- Equality, Diversity and Inclusion;
- Finance; Legal; HR;
- Communications / Media;
- Commercial;

A knowledge of motorsport is beneficial, but it is not a requirement to have detailed knowledge or previous engagement within the industry.

**How to apply** – if you are highly motivated to be engaged with the leadership of motorsport in the UK and feel you can make a valuable contribution to the Board then we would like to hear from you. All we need is your CV, highlighting the specific expertise you would bring to the Board, together with a covering letter outlining your ideas for the development and future of UK motorsport.

**All applications must be emailed to [Alison.Dowsett@motorsportuk.org](mailto:Alison.Dowsett@motorsportuk.org) and be received no later than 16 February 2024. All applications will be acknowledged, with interviews taking place on the 13 and 14 March 2024.**



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# The MPB Parting Shot

Sixty years ago, on 21st January 1964, the Mini Cooper S won the Monte Carlo Rally for the first time. It was the pairing of Northern Ireland's Paddy Hopkirk and co-driver Henry Liddon that pulled off the win in their small British car. Its faultless run over country roads and mountain passes, ice and snow, tight corners and steep gradients helped to install this all-round motorsport icon in the hearts of fans around the world.



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