

Revolution

March 2024

The official magazine of  motorsport uk

BRITISH GRAND PRIX ON F1 CALENDAR UNTIL 2034

Silverstone Circuit to host 10 further Grands Prix



GEORGINA HARRIS

**HOW MOTORSPORT
CAN BUILD YOUR
CAREER**

WOMEN IN MOTORSPORT

**CELEBRATING
INTERNATIONAL
WOMENS DAY**

FIVE TO WATCH

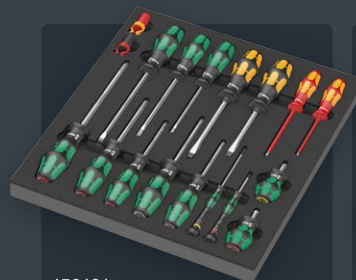
**COMPETITORS
IN THE BRITISH
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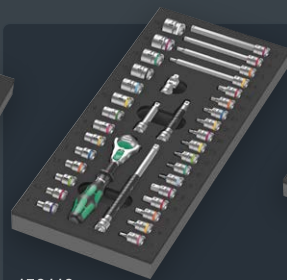
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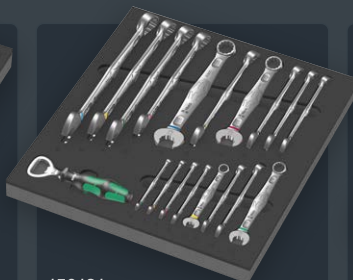
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**PIECES
INCLUDED**

CEO's MESSAGE



By the start of March most of our motorsport disciplines are entering their main season; you can feel the anticipation building amongst the community with the prospects of a summer of competition ahead. It is also the time when we have a clearer view of how many members are renewing their competition

licences. The good news is that we have just surpassed 20,000 paid competition licences for 2024, which is around five per cent up on last year, and approaching the levels not seen since before the pandemic. Once you add the 16,000 free digital RS Clubman licences and 10,000 indoor kart K-I licences, we are well on target to beat last year's total of 68,000. This is obviously very positive news for everybody in the community and reflects all the hard work that our clubs and volunteers have done since the closedowns to make sure we would bounce back to full health.

Inevitably there are variances between the disciplines and even within a category such as rallying we see movements both positive and negative. It is for that reason that we are developing a much clearer strategic plan for all our 13 motorsport disciplines. This is being driven by our executive team and the energetic community of committees, with much

time being spent this year debating the future of our sport. This is designed to ensure that we can maintain this growth and build for a strong positive future, and we will be sharing more details with the membership through the year.

While most of our competitions take place at a club level there is no doubt about the enormous value of major international halo events on our shores. Prime amongst these is of course the British Grand Prix, our cover story this month. It represents an incredible achievement by the team at Silverstone to secure the event for 10 further years after the 2024 Grand Prix this summer. Stuart Pringle, CEO, explains in detail the importance of the event and the crucial role that Silverstone play in the overall success of the FIA Formula 1 World Championship. Everyone at Silverstone should be applauded for their extraordinary efforts and making sure that the UK remains at the very top of the sport globally. While we have other FIA world championships in the form of Formula E and the CIK Kart World Championships this summer, there remains the unfinished business of the World Rally Championship (WRC), and the World Endurance Championship (WEC) to add to that list. In this new era of WEC Hypercars from Ferrari, Porsche, Cadillac, Lamborghini, and Toyota to name just a few, and with 23 cars at Le Mans in June, it is now more exciting than it has been for a very long time.

>>>>>

There is much to learn from Rally Sweden



But it is the WRC that we are really focused on, and as part of our research and business planning, David Richards and I visited Rally Sweden in February to meet with key stakeholders and see first-hand how the organisers have evolved the event since its move further north to Umeå, in the county of Västerbotten, to ensure suitably wintry conditions. Rally Sweden has been running since 1950, albeit in its earliest editions it was a summer event run on gravel roads and did not move to its now traditional winter slot until 1965, and then forming part of the new World Rally Championship in 1973. Apart from four years of enforced stoppages it has been a permanent fixture on the calendar and remains the only snow and ice edition in the global WRC tour. Due to that unique position the organisers, led by CEO Anna Nordkvist, have been most open and helpful in providing insights that may assist Motorsport UK in the development of its new concepts for the WRC here in the UK. Anna is not only the CEO of the rally but also the CEO of the Swedish ASN, and a Vice President of the FIA, and a member of the World Motor Sport Council.

Rally Sweden is calculated to be the largest sporting event in Sweden each year. You may ask how we could achieve such status, but it needs to be seen in the context of a country

where there is not the same overload of sports that we have in the UK, with so much competition, and a dominant football sector. Nevertheless, there is much to learn and for example, the Swedish Rally organisers have developed a close affinity with the local government and regional infrastructure. One way that they balance their budget is the acquisition of all hotel rooms in advance of the event, and then brokering them to fans and teams with a suitable mark up during the rally. In addition, they have developed an excellent VIP programme with a Super Special built around the famous Red Barn facility in the centre of Umeå that sees crowds of up to 20,000 taking public transport direct from their hotels, adding to the sustainability credentials of the event. The corporate sponsors are entertained in modern heated pavilions with fine dining and excellent viewing facilities; all of which is maybe an anathema to the traditional rally fan, but if we are to attract big corporate sponsors, they perhaps would like to enjoy the rally spectacle in a comfortable setting. Similarly, the VIP access to special stages is made using large coaches from central locations, and on arrival they are treated to excellent and safe viewing positions with well stocked food stalls and refreshments throughout the day – all in minus 20-degrees-celsius and

50 kilometres from any habitation. We also had very productive meetings with the WRC Promoter, as well as the FIA, during our stay in Sweden and will be working with them in the coming months ahead.

David Richards was also there on another mission, as the Chair of an FIA working group developing a 'roadmap for the future of the WRC'. Holding meetings with the manufacturers and other key stakeholders, David was busy testing some of the hypotheses developed from the consumer research that had been conducted resulting in over 11,000 responses. While the WRC continues to provide a unique spectacle around the world, there is no doubt an opportunity to connect to new audiences to secure its long-term future as a global sporting spectacle. A couple of weeks later at the World Motor Sport Council meeting, David presented the findings of the working group and recommendations for how this will be achieved. I would encourage you to look at the FIA's release on the subject – [HERE](#), as this provides more detail of the ideas for better promotion of the sport, as well as innovations for events and sporting regulations.

The element that probably caught the headlines, will I think, be seen as a minor detail in the fullness of time, that being the removal of hybrid power units from the current Rally1 cars. For me the exciting story is the medium to long-term evolution of the top category for the WRC. There are real challenges in predicting the future for road-based competition vehicles simply because the vehicle manufacturers themselves cannot fully predict either consumer demand or the government legislation that is being developed country by country around the world. One thing that is certain is that the current 'B' Segment cars (like VW Polo and Toyota Yaris), that are the basis of the current Rally1 cars, are reducing in sales volume everywhere and being replaced by B or C Segment SUVs and with every vehicle larger than before. If manufacturers are to continue to be involved in the WRC, then they need to be able to demonstrate the vehicles that consumers want to buy. It is in that context that the working group is focusing on new technical regulations that will use a standardised safety cell and running gear drawn from Rally 2 technology, but cloaked in a custom-built composite shell that can reflect the road car, but which is designed for competition use with lower centres of gravity and changes to track and wheelbase to fit the standardised cell. It may take a few years for the evolution to be fully enacted, but I think that we have got the blueprint for a very exciting future for the WRC. That of course is an essential ingredient for us to be able to resurrect the WRC in the UK, and to persuade stakeholders from the commercial and government world to provide their backing and support.

One of those stakeholders is the FIA, and as the global governing body we look to them for many aspects of the sport. Not rules and regulations, but the policies, relationships with governments, and thought leadership and action across everything from sustainability to technology. It was therefore a great pleasure to welcome the CEO of the FIA, Natalie Robyn and her colleague Craig Edmondson, Chief Commercial Officer, to Motorsport UK's headquarters in Bicester during February. Natalie has been in post since November 2022 and Craig for about six months now. They are both world-class professionals in their respective fields and bring a level of discipline and structure to the FIA which is most welcome. Under Natalie's leadership we have seen a radical transformation of the systems and processes within the FIA to turn it into a far more functional organisation, and one that I am sure given time is going to serve us very well. We explained the full spectrum of activities of Motorsport UK and had a wide range of very fruitful discussions for future collaboration between the FIA and Motorsport UK, not least in areas in which we can help our fellow ASNs around the world to develop their expertise and capabilities. In environmental sustainability we need to have a unified approach if we are to ensure that motorsport is leading the agenda and can demonstrate viable solutions, rather than becoming a victim of government legislation or public opinion. One key element to that future is sustainable fuels and it was great to see the enthusiasm from Natalie for the planned adoption of sustainable fuels in a gradual roll out across the categories. We took Natalie and Craig to meeting with Paddy Lowe and to see his operation Zero Petroleum, which is also located at Bicester Motion just a few hundred metres from our building. Paddy and his team of scientists are at the absolute cutting edge of developing synthetic hydrocarbons, produced using regenerative energy and high-tech alchemy. The result is a liquid hydrocarbon that can be dropped into any vehicle or even jet engine, having been produced from the raw materials of water and thin air. The most exciting element that Paddy revealed is that once volume production gets to a critical point, the price of this magic fluid is projected to fall below that of current hydrocarbons (i.e. pump petrol) extracted from the earth's crust. The simple reason being that the raw materials are free. It is that stark realisation that the only thing that holds us back is persuading all the appropriate stakeholders, including commercial funders, that this is the future of propulsion, and I really believe that if we can gain momentum in motorsport for this initiative it can change the world in which we live.

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FIA CEO Natalie Robyn and Hugh Chambers visit the Zero Petroleum laboratory



One other event that took place this month and making a huge social impact is the annual National Transition Event at Silverstone. It showcases an Armed Forces community movement delivered by the service charity Mission Motorsport and their Mission Community initiatives programme. It is a focal point event that convenes over a thousand service leavers, veterans and family members with employers, armed forces charities and other organisations to aid successful sustainable transition and networking opportunities. Representatives from employers and government were joined by the Ministry of Defence, the Office for Veterans Affairs, and other key decision makers that all together produced a most impressive event held at The Wing, creating a practical environment for over a thousand attendees and 200 cross sector organisations to meet and exchange ideas, as well as planning practical pathways for their futures. From Motorsport UK's perspective the highlight was the signing of the Armed Forces Covenant by us and Major General Dan Reeve MC, President of the British Army Motorsports Association (BAMA). By signing the covenant, Motorsport UK officially recognises the value service personnel, both regular and reservists, veterans and military

families contribute to the motorsport community and to the United Kingdom. The synergies between the Armed Forces community and motorsport are deep and profound, with a legacy of mutuality with everything including venues, volunteers, and competitors. The event provided a welcome opportunity to meet Major General Reeve, who has recently taken over in this new role with BAMA, and I have no doubt that his energy and enthusiasm, mixed with his personal knowledge and experience of motorsport competition, means that our two organisations will forge even closer links in the months and years to come.

As always there is too much to cover in a few pages as our activities are so extensive, but I hope this gives you some flavour of the types of activities that we are engaging in on your behalf.

Wishing everybody a very safe and enjoyable month of motorsport ahead. 🏁

Best regards,
Hugh Chambers
CEO, Motorsport UK

Major General Dan Reeve MC, President of the British Army Motorsports Association and Hugh Chambers sign the Armed Forces Covenant



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Inside *Revolution* this month: **New Sensations** – Five star competitors from a range of British Championships share their thoughts on the season ahead; Celebrating Women in Motorsport – Committee Member **Georgina Harris** promotes the diversity of engineering careers in motorsport. **Inside HQ** highlights some recent Cars in the Lobby. Presenting **Six Fantastic...** one-make championships, and **Club Corner** introduces Teifi Valley Motor Club. Plus, **MotorsportUK TV** highlights, **National Court** reports, **What's On** and more...

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Five competitors you should keep an eye on

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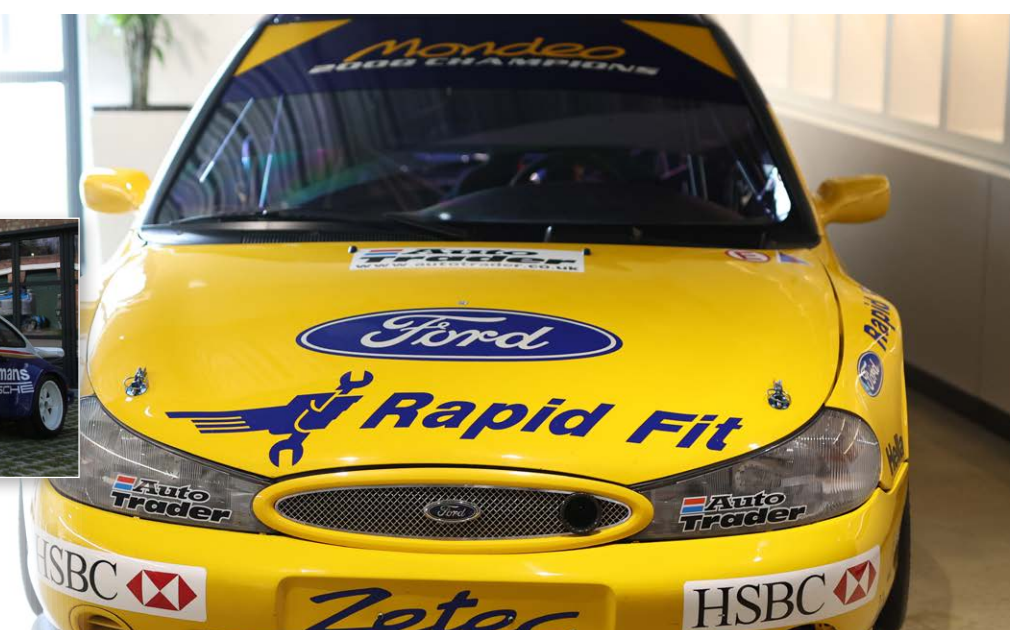
Latest News: British Grand Prix set for Silverstone residency; eBRC launched; Discover Your Drive taster days; New historic club and racing championship; Manx Rally Award, plus SimKart joins BKC.



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Georgina Harris talks careers
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FIVE TO WATCH IN 2024

As the new season kicks off for many of Motorsport UK's British Championships, *Revolution* spoke to five competitors you should keep an eye on

Motorsport UK will be overseeing 21 different British Championships this year, with a huge diversity of categories ranging from Hill Climbing to Drag Racing. As hundreds of drivers begin their championship campaigns here are five potential stars who will be looking to stand out.

In Endurance racing, Peter Erceg is aiming to claim the overall title after winning his class twice in the last three years, while on the hills in Production Car Trials, the family pairing of Tim and Charlie Dovey will be battling for glory. Historic Rallying has never been more competitive, and young driver George Lepley is using to showcase his skills,

while in modern Rallying, female co-driver Hannah McKillop is competing in multiple rounds of different Championships as she continues her impressive rise through the ranks. While in Truck Racing Stuart Oliver is facing the unenviable task of ending the run of eight (yes eight!) consecutive championships for Ryan Smith – although with ten titles of his own, he has the credentials to do it.

2024 should be a fantastic season, across the board – and with plenty of events being streamed live on Motorsport UK TV, it is time to sit down, tune in, get ready... and enjoy!



A two-time 'Driver of the Year' and A Class winner chasing overall victory

Peter Erceg British Endurance Championship (BEC) Audi R8 GT3 Evo II

New Zealand born racer Peter Erceg came to the UK in 1999 and has been competing on-and-off in different forms of UK motorsport ever since. He started with a season of Hill Climbing then switched to circuit racing with the Porsche Club and did a couple of 24-hour races, including the Britcar endurance event at Silverstone. Soon after that, he was given the chance to drive a GT4 Aston Martin in British GT, in 2011, before the budget ran out.

After that he became a bit disillusioned and stopped racing altogether. It was not until his wife bought him a Porsche Taster Experience as a present that his passion for the sport was re-ignited. "They gave me a Cayman GTS and just said 'go for it' and it did not take long to get back into racing again," he says. "I went back into Porsche Club, then to 750 Roadsports, winning every race in our class, then bought a Cayman GT4 and started in Britcar."

After winning his class, and finishing second overall in his second year, he had a season in a 991 Cup car then tried to buy a 992 Cup car – but that proved difficult. "We realised we could jump up to GT3 racing for less money than getting a 992 Cup car, so we found the Audi in Europe and got that," he says. "The first time I drove it was in a wet and windy test at Silverstone and it did not go well – but the next day I put it on pole, and we built from there."

"We won five out of six races outright and should have won all six but we made a mistake in the pits. With myself and co-driver Marcus Clutton, we have a great driver pairing. The challenge last year was numbers – the Championship struggled with getting the number of cars in our class to enable us to be awarded full points and that is what happened. We did not have enough numbers towards the end to have a chance of the overall championship."

The pair won Class A last year, but they are not resting on their laurels. Despite running on a relatively low budget – part self-funded and part sponsored – they are bringing in a data engineer this season to help improve car set-up. However, in comparison to other teams that run with a dozen people or more, the aim is to race as cost effectively as possible.

Erceg has focused on improving his own performance too and adds: "I have always been pretty fit, but I have been working with a personal trainer and I also got a simulator this winter, so I have been running through the tracks. I do not necessarily always see correlation between that and the real car – sometimes I am faster in the car, sometimes in the simulator – but it helps to keep refreshing the tracks and we are also going to do more tests this year."

»»»»



One of the biggest changes this year is the team that is running the car, as the Enduro Motorsport squad that ran them last season has shut its doors. "We are with JMH this season, so we will need to get used to a new team, but they have a lot of experience so that is going to help us," he adds. "Otherwise, we know what needs to be done – we have the speed on the track and we just need to be error-free."



"We will start testing a month before the first race this year, so everything is a lot more controlled compared to last season, which was quite a rush. We aim to be at the pointy end of the grid again and we will give it the best run we can to pick up the overall Championship this time. It is something I have been aiming at for a while, and I think we are good enough to do it, so it is just about having the opportunity."

"The thing I really like about the British Endurance Championship (BEC) is the length of the races being two hours. Many European races for GT3 cars are only one hour and are Pro-Ams, so it typically means 20 minutes or so for the non-Pro driver. I want more time than that. In BEC you get a lot of bang for your buck, and if it grows, maybe this is where we will compete for some time."



Tim and Charlie Dovey

British Car Trials Championship

Renault Clio

The family pairing of Tim Dovey and his 19-year-old son Charlie have been participating in Car Trials at their local Woolbridge Motor Club ever since the latter reached the entry age of 14, with sister Evie following in his footsteps three years later. Last year, the duo decided to enter the national Championship and managed to ruffle some feathers in their Renault Clio, sharing victories between them with Tim ultimately taking the title at the end of the season.

Tim, who works as a farmer, had previously participated in Autotests, but his time was so limited he was never able to commit to anything more than the occasional outing. However, when his oldest child closed in towards the earliest competition age permitted for Trials, he decided to give it a go, and it has turned from a growing passion to a full-season family commitment.



The father-son duo chasing title success – for one or the other – in their second season

"I really wanted to get my children involved," he says. "I am a car person and I like fettling with the car and improving things so we started doing the local Club events, which we have done on-and-off for the last few years. Evie is 16 now and she was third in class at the last local event. She will win a class; she is already at the stage where she could, but sometimes just a few little mistakes put her back a bit."



Geoffrey Pickett

into an ideal vehicle for this form of competition and Tim explains: "We chose it just to be different, really, and I did a bit of tuning to the engine, to help the engine drop right down to tick-over to go very slowly."

"When it is really wet, you are better off with a tiny, light car and lower tyre pressures because they get around better. When it is drier, the extra power of the Clio, even though you have to run higher tyre pressures, really helps. We just went to try to win our class and have some fun, and we got on all right!"

The events usually attract a field of around 30 cars, sometimes 40, and some of the regulars have been competing for years and years. Tim adds: "They are very competitive, and they are a bit bemused if you go and win! A lot of the time, people think we are brothers, which I think is hilarious! We do look very similar, but it winds Charlie up!"

Having won the title last year, Tim is open and honest in admitting he is returning in the hope that he does not win it again this time around – because he wants Charlie to have that chance. "I am really pushing him to win," he says. "I would be really made up if he won the national championship. It is just about being more consistent and making sure he does not make any silly mistakes."

"Sometimes you can clear the section easily, but if you just touch a post by going a bit close you lose lots of points. We always choose to drive together – you are allowed to have either one or two people in the car – and sometimes that helps if you forget things, but at other times it puts you off. Sometimes we have had, let's say, discussions, with him pulling on the steering wheel saying 'you are going the wrong way!'"

"I am not really worried about trying to win again this year and I would much prefer him to win – for me, it brings a bigger smile to my face, but if he is not going to win and I do, then happy days. That is what happened in the last season – some rounds I dropped points and Charlie has won and vice versa. This year, again, we will just have a go and luck plays a part, for sure, so we will just see how we get on."

>>>>

"It is a really good thing for children. Our local Club has a couple of loan cars, so you do not even have to have a car, and the kids that come, they learn so much. The skills you need in trials really help them get the hang of things like clutch control and where the brakes are. Ours could drive when they were 10 or so anyway, on the farm, so they were already ahead, but it really does make a lot of difference."

"Charlie is 19 now, so in those local events I double drive with Evie – because she is not old enough until next year to drive on her own – and Charlie will drive on his own. I won the Woolbridge Championship the year before last and Charlie won it last year. A couple of the local rounds are run as national events, so they are already at that level, and last year Charlie and I decided to do more of the rounds and ended up doing the full season."

Inspired and encouraged by former national champion Mark Hoppé, who runs Woolbridge's Trials events, the Doves first decided to enter the BTRDA Championship, which only involved five rounds and was more local. But after buying a trailer for longer distances they decided to compete in the Motorsport UK Championship as well.

"I decided to enter, not for me to win but for Charlie," says Tim. "He was a bit unsure, but in the end, I said 'ok, I am going to go, whether you want to do it or not' and he quickly said 'no, I am coming too' and we entered everything in the region! We did every round apart from the ones we just could not make it to, and really, Charlie should have won but he just made a few little mistakes, and that costs you."

"In the BTRDA final, we should have finished first and second instead of second and third, because we were winning by quite some distance – but we only managed to do half of the sections before the car broke down. We ended up first and second in class, even though we did not do half of the sections, but because we did not complete all of them, we did not get included in the index and that decides the winners."

Their Renault Clio is an unusual sight on the Trials hills, as most people opt for smaller, lighter vehicles to cope with the slippery mud when the weather turns bad. However, thanks to a few (fully legal!) tweaks to the engine, the car has turned



The Dovey family share the Renault Clio for competitions

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FIVE TO WATCH



George Lepley started 2024 in style taking the top BHRC spot at the Riponian Rally

George Lepley British Historic Rally Championship Mitsubishi Galant VR4

A sweet spot is starting to emerge in Historic Rallying. The championship is increasingly becoming seen as a proving ground for future stars, with alumni including Matt Edwards, Osian Pryce and Marty McCormack, while the new rules permitting cars aged up to 1990 has opened the door to more contemporary competitive machinery.

George Lepley won his first title in British Junior 1000s and was the youngest BTRDA Silver Star Rally champion in 2018, driving a historic Hillman Avenger. Now behind the wheel of a Group A Mitsubishi, he has his eyes on the British Historic Championship title, hoping that a strong performance in a competitive field can help take him all the way to the top.

"There have been numerous high profile British rally driver talents come through this championship and it shows just how fast the pace is and how fierce the competition is," explains Lepley. "That is what makes it a great place for young drivers. If you can drive an old car fast, driving a modern car faster should be easier!"

"I expect this year will be just the same as last, with the opening round having names such as WRC 2's Chris Ingram, American Championship front-runner Barry McKenna and regulars including Nick Elliott, Matthew Robinson and many more. When the Roger Albert Clark rally attracts the likes of Oliver Solberg and Kris Meeke, you know the pace cannot be too bad!"

Despite his relative youth, Lepley has had plenty of experience in different cars. The Hillman Avenger, he says, was "a real fan favourite" because of its "glorious sound and the ability to drive it at a lot of different angles" then he jumped into a Mitsubishi Evo X and raced against some R5 cars.

"That was not easy," he smiles. "But we managed to win events, lots of stages and prove the Evo X still has its place in modern UK Rallying. The Evo X and the Avenger were a total contrast to one another, but they were both so enjoyable in their own ways. It does not matter what car it is, driving something on the limit is fun!"

"Group A rallying was one of the best eras in Rallying, you had to be a proper driver to throw the cars about and be quick! There is a real art to driving them after driving other cars, as there is essentially no handbrake to use, and the Galant is not one for being agile or easy to turn in! So, it made me build up a sweat by the end of the stage that's for sure!"

"Rally car development did not stop in 1982, and although I love an Escort, I think people want to see the next generation of cars and hear the bark they bring through the forests! A lot of people will remember going to watch the Lombard RAC, so as we move into that generation, it is important that Group A cars of that generation come out too."

Lepley's grandfather was a Rally driver, and so were his uncle and father. Now both he and his brother James compete. His Rallying, he says, requires "a lot of sacrifices" but it is all that family support that keeps him going and he adds: "I am not sure what we would do if we did not go Rallying!"

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FIVE TO WATCH

JEP



"Once you have seen, heard, and driven a Rally car, it is only natural that you become hooked! I do endless hours of preparation in the workshop, I do my notes with Katie, my mum preps all the catering, my dad is general team manager and chief mechanic, and my brother is essentially my teammate this year as we are a two-car team."

It has been over a year since Lepley participated competitively, but asked about his expectations for 2024, his mission is clear: "Win each event and prove our speed. We are in the F3

class for 4WD Group A cars between 1986 and 1990 and I would like to win our class, but I would really like to showcase against all the Historics out there, as the pace is quick.

"There is certainly more to come from me as a driver and we will also continue to develop the car. I feel like I am just getting back into it after nearly 18 months out, so a few more miles are needed on my back to get the most out of me, but I am just very excited to get back out on each event and the speed will come."

Hannah McKillop-Davison

Multiple British Rally Championship

Although not planning any full championship campaigns this season, Hannah McKillop-Davison will be reading pace notes in some of the UK's biggest Rallies this season – and having already co-driven World Rally star Chris Ingram this year, and former Scottish Championship Jock Armstrong all last year, she is certainly used to partnering some of the best.

It was around 10 years ago that McKillop first got into the sport, trialling different forms of navigating in all sorts of different disciplines. Her husband Josh and his father Michael were competing on navigational events and encouraged her to have a go. She used it as a proving ground and a stepping stone to Stage Rallying.

>>>>



"That was a great learning ground for timing and organisation," she recalls. "I won a few novice categories back in the day, but now my heart lies with Stage Rallying and pace notes, and this year I am hoping to compete in a few rounds of various championships – British and Scottish Rally Championships, British Historic Championship and BTRDA.

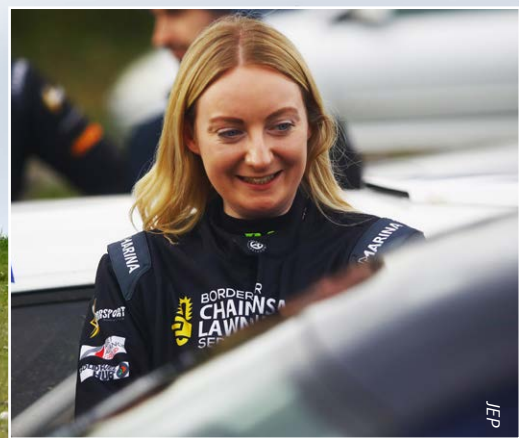
"I competed in all of the above last year at one point or another, most successfully in the Scottish Rally Championship where myself and Jock led the championship all year until the last stage of the last round! Sadly, we hit a rock which put an end to our championship title but it was an amazing year with two overall wins and fantastic competition."

McKillop-Davison grew up in Northern Ireland and attended her first rally when she was just two weeks old. Her father was a mechanic and she became more engrossed in the sport as time went on. Now based in Scotland, she competes in around 20 events per year from national to a European level – which is why she started the year in Monte Carlo.

Teaming up with Chris Ingram, who won the European Rally Championship (ERC) in 2019, she made her World Rally Championship (WRC) debut in a Skoda Fabia RS Rally 2 and guided her experienced driver through legendary stages like the Col de Turini. The dream of reaching the finish was, unfortunately, dashed by a retirement on SS8 but it was an event she will never forget.

"Monte Carlo was an amazing experience," she says. "I learnt a lot while I was there, but I also worked a lot on my confidence before the event and not feeling like a fish out of water, knowing I was capable of being there and believing in myself, which is something I have not really put a focus on before.

"It made a huge difference and I approached the event calm and confident. I felt completely at ease starting my first WRC event. Chris is a really talented driver, and he has such a natural ability to get to grips with a new car, new team, and new co-driver so quickly."



She is now hoping to compete in more WRC or ERC events as well as appearing in the top rallies on the UK scene – including some rounds of the British Championship. "My birthday falls on the first round," she explains. "So I am working hard to find a seat for that event – because what better way to spend your birthday!

"As much as I love the challenge of high-level championships, though, I think it is also equally important to compete with friends in a relatively low-pressure environment and appreciate all levels of the sport. Any event is a good event, and I will take on any opportunity that may come my way!

"I am also working hard to build my business in Motorsport Events Management, providing all forms of support to teams, drivers and co-drivers, and following on from Monte Carlo with a confident approach and building my profile is my main area of focus this year, as hopefully that will lead to more high-profile seats."



Stuart Oliver

British Truck Racing Championship Volvo VNL Truck

Trying to topple an eight-time consecutive champion is not easy, but that is the task facing the competitors in the British Truck Racing Championship this season. Ryan Smith has been dominant since stepping up into the Division 1 class in 2014, but 2023 runner-up Stuart Oliver is determined to get the better of him this year – and he has the credentials to do it.

Oliver is one of the most successful drivers in truck racing history. He first raced in the British Championship back in 1988, just missing out on the title, and has gone on to amass a total of 10 British Championships, the European crown in 2004, two titles in India and four wins out of five in his one-off outing in the USA.

Truck racing is currently enjoying a revival in the UK – thanks, Oliver believes, to its unique highly shareable content on social media and the advent of live streaming. As well as contributing to the action on track as one of the leading drivers, Oliver is also one of the promoters of the championship itself.

This season will see 34 races over seven rounds, starting with an Easter extravaganza at Brands Hatch and including the first overseas race in five years at Le Mans. "We are building momentum and continuing to encourage new talent into the sport along with new sponsors and supporters," says Oliver. "And we believe it is because of the unique spectacle we offer.

"Our trucks weigh 5.5-tonnes and have 12,000 BHP, so you really need an understanding of the grip limits when you are dealing with that. It is highly skilful because you have to keep full control of the weight transfer through corners at speeds up to 100mph while at the same time keeping the momentum of the engine in a very small window for maximum torque.



"I have participated in BTCC, Legends and Rallycross through the years, but truck racing actually has more in common with bike racing than car racing. We have seen that in the past, when Barry Sheene and Steve Parrish did well, and last year John McGuinness did a great job in a race truck at Donington Park."

The modern rigs are a far cry from the "tired looking ERF race truck" that Oliver first took racing in the late 1980s and he adds: "They used to be big-engine road trucks with rough and ready modifications, but now they are really high-tech with sophisticated drivelines and suspension set-ups and telemetry systems that could operate a spaceship!"

Last season, Oliver won several races but was let down by reliability on his now ageing Volvo VNL machine, while rival Smith was able to take more than a dozen victories in his more modern Daimler Freightliner. As a result, the champion chaser has spent much of the winter working hard to replace or rebuild many of the components that caused issues in the last campaign.

Smith is now just two titles short of Oliver's all-time record, so the veteran racer is coming out fighting this year and says: "Truck racing is very much about reliability and last season we had just a few shocking races and some unavoidable accidents and mechanical issues that ultimately spoilt our chances of another title."

So, how can Smith be stopped? "The simple answer is for me to be faster! Ryan is a good driver and has always had reliable trucks – and, it seems, a bit of luck on his side! I certainly have not lost my hunger to win championships – I just hope things will hold together this year and then it is down to myself to get over the finish line first as many times as I can!"

Stuart Pringle, CEO at Silverstone Circuit, with Hugh Chambers
in front of the 'Wing' on the start / finish line

New F1 deal gives Silverstone stability to evolve

A 10-year commitment to hosting British Grand Prix gives Silverstone the platform to become world's best, promises CEO Stuart Pringle

Silverstone has always been one of motorsport's most legendary venues, but the latest agreement with F1, which will extend the circuit's hosting of the British Grand Prix until 2034, is testament to its impressive evolution in recent years and gives it the stability to cement its position, and that of the UK, as the home of global motorsport.

This is the largest sporting weekend event in the UK, and the organisational challenge of creating it is immense. As the venue owner and promoter, Silverstone is at the core and, along with a multitude of stakeholders including Motorsport UK, the recent success of retaining the race is something the whole motorsport community can be proud of.

In 2023, the Formula 1 race drew a record crowd of 480,000 across the weekend, highlighting not just the popularity but the importance of motorsport in the UK. The country has now hosted a Grand Prix for 73 continuous years and, crucially, the commitment to extend that well into the 80s has given Silverstone a platform to grow even further.

"My mission now is to build Silverstone to the highest possible standards," Pringle told *Revolution*. "We cannot take F1 for granted – the WRC, for example, it is not in the UK anymore and Motorsport UK is having to fight very hard to try to get it back – but this new F1 agreement gives us a period of stability and a really strong base from which to build."

"Businesses with big overheads like us need to reinvest in the infrastructure to continue to maintain standards. The British Racing Drivers' Club (BRDC) operates on a not-for-profit basis, so they are willing to put back all of the profits back into the facility to improve the fan experience and the experience of all the stakeholders involved."

"There were many years, in the Bernie Ecclestone era, where we were unable to reinvest, but now people coming to Silverstone are saying 'wow, this

looks different to the last time I came' and I am fully focused on creating a world-class stadium that is not just the home of British motorsport, but is the home of motorsport globally."

The UK's biggest sports event

The British Grand Prix is the UK's biggest sporting weekend and one of its biggest events, full stop, as Pringle explains: "The Wimbledon fortnight probably has a few more people, but that is delivered over 13 or 14 days, and we are doing similar in three and a half. Glastonbury is 220,000, but they are not coming in and out on a daily basis."

"As ticketed events go, this is not just a big sporting event – twice the maximum capacity of Wembley – it is one of the biggest ticketed events in the world. It is right up there. Formula 1 sees the combination of world-class sporting event and global music artists sitting very well together, and we agree."

It takes a significant amount of organising to put it on, and that means lots of hands-on-deck, not only in running the race, but also in preparing for it. Pringle says the headcount of those involved has grown steadily over the years and reveals an astounding number of people are now involved.

>>>>>



Don Gibbons
The UK fans come out in force to support their drivers



A seven-year-old Stuart Pringle at Silverstone for a VSCC meeting

Club racing is an essential part of the Silverstone calendar

“Silverstone’s core full-time team is around 220 people, but we then have a lot of additional people who help us during the summer season,” he says. “For the Grand Prix, bringing in all of the contractors and partners that work for us and report into our command structure pyramid, there is about 12,000 people.

“Included in that number are two significant volunteer groups: the Motorsport UK Marshals, from the sporting side, and the Track Marshals and Racemakers, which is a big pool of volunteers. I think they all recognise now that what we are putting on is a weekend that is genuinely world-class and like no other.”

Grassroots platform

Pringle’s desire for development may be focused on meeting F1’s exacting standards, but he understands the Grand Prix is just one weekend on Silverstone’s busy calendar. It is, however, an important weekend, because this is the event that flies the flag for the sport as a whole, from global superstars to grassroots beginners.

Silverstone has seen many famous British drivers take the chequered flag including Sir Stirling Moss OBE, Jim Clark OBE, Sir Jack Brabham AO OBE, Sir Jackie Stewart OBE, and Sir Lewis Hamilton MBE, who has a record eight victories at the track. All have inspired people to get into motorsport, and the names to come will continue to do the same.

“We are very lucky in the UK to have a strong indigenous motorsport fan base, which unquestionably has come from years of continuous F1 races in this country,” added Pringle.

“That has contributed to establishing a motorsport industry in this country and, in turn, has helped fuel the lower tiers and ultimately the grassroots of the sport.

“We should be shouting from the rooftops that we are world-class at motorsport in the UK, and the British Grand Prix has always been the pinnacle of that. That has never been truer, but one of the challenges is how do we take all the positives out of that and use it to help power forward the sport?

“We are unique as an event because you cannot go and have a knock up on Centre Court two weeks after the Wimbledon fortnight; you cannot go play a match at Wembley three weeks after the FA Cup Final; but you can be driving in the wheel tracks of Lewis Hamilton, George Russell and Lando Norris in the days and weeks after a Grand Prix.

“That does help drive this grassroots interest and, ultimately, creates this vibrant ecosystem that benefits all of us. As a venue, we run another 36 race weekends a year and we want those to be viable and successful. We must not allow the grassroots to get left behind, and Motorsport UK is very focused on that as a key priority.”

Grounds for development

Over time, track revisions, safety improvements and the addition of the now famous ‘Wing’ building have all kept Silverstone at the forefront of racing, both in the UK and on the global stage. The venue has also added a new hotel, with more accommodation under construction, and the 10-year stability will now allow further development.

Silverstone has made huge progress in sustainability



The venue has invested a “significant eight-figure sum” on the F1 new agreement and must also cover the costs of running the event. That investment is recovered through ticket sales and hospitality products primarily, but to secure its future, the venue has placed a priority on making the most of the other 51 weeks of the year.

“Motor racing in northwest Europe is very seasonal and a third of the year there is none of our core business taking place,” explained Pringle. “The Wing was built because that was what Bernie required many years ago, but I prefer to think of it now as the biggest conference and exhibition space between London and Birmingham.

“I see it all as a jigsaw puzzle and there are a number of pieces that come together, with the Grand Prix in the middle. There is the conference and exhibition centre; the track day business; the overnight accommodations; the new Silverstone Museum; and we are soon going to open up a behind-the-scenes tour, which will be like a stadium tour.”

Adapting to the changing world of racing, and social conscience, has also been a critical part of this development, and Pringle adds: “Our ‘Shift to Zero’ strategy, which we announced in 2022, puts sustainability at the heart of everything we do at Silverstone, and we are deadly serious about this commitment.

“We have installed 2,764 solar panels on the roof of the Wing, which generate more than 13 per cent of the venue’s energy, while all on-site generators under the control of Silverstone now run on HVO biofuel – giving a 90 per cent reduction of emissions – and 50 per cent of the lighting has been switched to LED, with the aim of reaching 100 per cent by 2025.”

The volunteer Marshal and Officials are critical to the success of the British Grand Prix



Putting on the show

The Grand Prix itself, of course, is blessed by the passionate support of the thousands of Motorsport UK members that get involved – on track as competitors, trackside as Marshals and Officials, and in the grandstands as part of the huge fanbase that congregates at Silverstone under the F1 banner.

Pringle is conscious the race’s success is beholden to the commitment and passion of those individuals and says that in the last ten years, the number of volunteers has significantly increased, with 462 Racemakers adding to the hundreds of licenced Marshals and Officials within the 12,000 individuals that help put on the event.

“It is pretty widely understood, certainly among the motorsport fraternity, that motorsport could not operate without the volunteer community,” says Pringle. “It is not an overstatement to say that we could not do it without them, we absolutely need them, and we absolutely appreciate them.

“We work very closely with Motorsport UK on delivering the sport, because if you do not have a well-run motor race on track, you do not have a weekend. Ultimately, at the heart of the British Grand Prix, for all of the added razzmatazz and the fantastic festival, is a motor racing event delivered by Motorsport UK to a consistently high standard.”

The countdown has already begun to 4th July 2024, safe in the knowledge that Britain will be leading the way in motorsport for another 10 years at least. And, like halo events worldwide, the Grand Prix will continue to be a beacon for all motorsport enthusiasts as it works hard to draw new faces into the community.

Pringle says F1 has done “a superb job” of engaging with a younger audience and broadening its appeal and concludes: “It inspires people to find out more about our sport and how they might get involved – whether that be spectating, participating, volunteering or working in the industry – and that is a good thing for the future.”

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The beating
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in the UK



Major General Dan Reeve, President of the Armed Forces Motorsport Association and Hugh Chambers, Motorsport UK CEO with the signed agreement

Motorsport UK pledges to support British Armed Forces

Motorsport UK is proud to announce it has signed the Armed Forces Covenant, committing the organisation to give its ongoing support to the Armed Forces Community

By signing the Covenant, Motorsport UK officially recognises the value Service personnel, both regular and reservists, veterans and military families contribute to the motorsport community and to the United Kingdom.

Hugh Chambers, Motorsport UK CEO, signed the Armed Forces Covenant alongside Major General Dan Reeve, President of the Armed Forces Motorsport Association, at the National Transition Event, held at Silverstone Circuit.

The event, which is supported by both the Ministry of Defence and the Office for Veterans' Affairs, offers service leavers, veterans, and their partners the opportunity to find out about careers and community activities away from the military.

Motorsport UK moved its Headquarters to Bicester Heritage, formerly RAF Bicester, in 2021 and through the signing of the Covenant, further commits the organisation to be a custodian of unique military sites and to preserve the history of the Armed Forces.

Motorsport UK will uphold the principles of the Armed Forces Covenant and commits to supporting the employment of veterans by acknowledging military skills and qualifications in the organisation's recruitment and selection process.

Furthermore, Motorsport UK will continue to support the Race of Remembrance initiative, run by Mission Motorsport,

and Remembrance Day through development and delivery of various initiatives.

Lastly, Motorsport UK will provide opportunities for members of the Armed Forces, including local cadet units, to join volunteer schemes, such as Marshalling or Officiating at events, to give them unique motorsport experiences.

Hugh Chambers, Motorsport UK Chief Executive Officer, commented, "As a country we owe so much to our military veterans. And, as a sport, we are custodians of many unique ex-military sites for various motorsport events – including Silverstone Circuit and Bicester Heritage, our home, which were both once military bases. We're also very thankful to existing Ministry of Defence sites providing venues for a wide range of motorsport activities.

"Many of our members have served or are currently serving in the Armed Forces and we have several registered Clubs actively participating in the sport. We commit to fully integrating these groups into the wider Motorsport UK community to provide a safe and welcoming environment.

"We are proud to sign the Armed Forces Covenant and to commit to preserving the history, providing opportunities and demonstrating the importance of the Armed Forces."



Le Mans preview evening at Bicester Heritage

Bicester Heritage's official membership club, Scramblers, is looking ahead to the 2024 24 Hours of Le Mans with former racer Peter Dumbreck on Friday 24th May in the first of its 'evening with' events of the year.

Hosted in the evocative surroundings of Hangar 113 at the restored former World War 2 bomber base, the panel interview will be hosted by Nick Trott, previously editor of *evo* and *Motor Sport* magazines, with more names set to join ex-Mercedes-Benz, Aston Martin, and Porsche driver Dumbreck in the line-up.

A podium finisher with Aston Martin in 2013 alongside Darren Turner and Stefan Mücke, Dumbreck is perhaps best known for his debut outing at the 1999 Le Mans. A few hours into the race his Mercedes-Benz flew into the trees, and the event will be just a few weeks shy of 25 years since the infamous incident. He's since acted as driver steward all over the world with F2 and F3 and is a regular commentator at Le Mans.

The May event will be the third Scramblers 'evening with', having featured 1970 Le Mans winner Richard Attwood with Chris Harris and Chris Cooper to mark 60 years of the Porsche 911 last year, and David Brabham with Steve Soper and Peter Stevens together in 2022.

Each ticket costs £60 and includes BBQ and a drink before the intimate live interview, all inside the former home of the Blenheim bomber.

A Scramblers Pegasus membership is required to book tickets, which also includes free entry to themed 'Assembly' coffee mornings at Bicester Heritage. The first Assembly takes place on Sunday 31st March, celebrating road cars with racing pedigree, before 'The Euros' on Sunday 14th July, 'Oktoberfest' on Sunday 29th September and 'Festive Four-Wheelers' on Sunday 15th December.

Members can also claim a free drink at every event, as well as receiving a 10 per cent discount on their Scramble tickets, exclusive access to special events – including interviews and Track Socials on the Bicester Heritage Experience and Demonstration Track, and a special welcome pack.



To book, visit wearescramblers.com

SCRAMBLERS

KartSim signs as official partner for Wera Tools British Kart Championship

Motorsport UK today welcomes KartSim, the number one professional kart simulator and simulation software provider, as an official partner for the Wera Tools British Kart Championship (BKC).

Based in Silverstone, UK, KartSim provides karting simulators designed specifically for the karting industry with unrivalled life-like turnkey simulation that uses the latest technologies.

As part of a broad partnership, in 2024 KartSim will have a presence within the BKC paddock, enabling the simulators to become a central part of race preparation for competitors and teams. KartSim branding will also feature trackside and in the livestream coverage of every BKC round, which reached 1.5million viewers in 2023. KartSim will also offer championship prizes for competitors.

The Wera Tools British Kart Championship has developed into one of the most competitive kart series in the world, with many international drivers starting their racing journey in the UK before going onto international success. Alumni include Ferrari Academy and MoneyGram Haas F1 Team reserve driver, Oliver Bearman, F2 driver Taylor Barnard, F3's Arvid Lindbald and F4 rookies Gabriel Stilp and Freddie Slater.



With 12 race weekends, 500 registered drivers across 22 nationalities, the BKC is unprecedented in the opportunities it presents for young, talented drivers looking to make their mark.

"We are delighted to partner with Wera Tools British Kart Championship this year," adds Tony Irfan, Managing Partner at KartSim. "The championship has a long history of developing the careers of British racing drivers and it is hugely exciting to assist with this process, both this season and in years to come with our dedicated karting training and simulation solutions."

Dan Parker, Motorsport UK Head of Karting and championship manager, commented: "We are delighted to welcome KartSim to the Wera Tools British Kart Championships fold. The Championships continues to go from strength to strength and I am inspired by the quality of driver talent it attracts, and the opportunities it presents for sponsors. We look forward to working with KartSim over this year."



8-Year-Old Preston Go Kart Champion Confirms Porsche Centre Partnership

Porsche Centre Preston has announced its partnership with Jayan Prakash, an eight-year-old kart champion who lives less than five miles away from the centre.

Jayan won the Global Karting League Bambino National Championship in 2023 - his first year of competitive karting, beating over 30 other young UK drivers. This year, Jayan will compete in Cadet Class (age 8-12). The new partnership highlights Porsche Centre Preston's commitment to supporting emerging talent in sport and marks another significant step in Jayan's racing career.

"We're thrilled to support Jayan," said Porsche Centre Preston's Managing Director Tom Fox. "Jayan is fearless and fast. And that's a powerful combination for a young man who loves motorsport".

Jayan has joined Ambition Motorsport as a team driver for the 2024 season and will compete as one of the youngest drivers in over 30 rounds, including Motorsport UK Club Rounds and the Wera Tools British Kart Championship.





Official 2024 British Esports Rally Championship launched

Entrants into the eBRC will compete virtually alongside the British Rally Championship (BRC) crews in the real world. All six virtual rallies will replicate the six real world events that make up the 2024 BRC calendar, with an eventual champion crowned, and real-world prizes on offer both for final positioning and through random draws which anyone has a chance to win!

The Probite eBRC season will take place on the EA WRC title and will be run through the 'Official BRC' club on the EA Racenet platform.

Probite eBRC Championship

Round	Start Date & Time	Finish Date & Time
1	Wed 20th March @ 00:00	Tue 9th April @ 23:59
2	Wed 10th April @ 00:00	Tue 21st May @ 23:59
3	Wed 22nd May @ 00:00	Tue 6th Aug @ 23:59
4	Wed 7th August @ 00:00	Tue 27th August @ 23:59
5	Wed 28th August @ 00:00	Tue 22nd October @ 23:59
6	Wed 23rd Oct @ 00:00	Tue 5th November @ 23:59



To enter you must complete the entry form [HERE](#) which will give you further instructions on how to enter the championship.

- All Rounds will use the Ford Fiesta Rally3 car
- All Rounds will consist of seven Stages
- Each driver will only get one attempt at each Stage
- All drivers must be 13-years-old or over. Any driver under 18-years-old must provide details of a parent or guardian in the entry form.
- All competitors must hold a Motorsport UK Esports Paid membership
- Scoring will be set to 'Flexible' which will be determined by the number of drivers competing in each Round

All communication for the championship will be managed through the Motorsport UK Discord Server. Once the entry form has been completed you must send a friend request to Probite BRC on Racenet.

Prizes

- For the 2024 Probite eBRC, there are several prizes.
- The winning driver will be crowned 2024 Probite eBRC Champion and receive a trophy at the official British Rally Championship Awards
 - The Top 10 finishers in the championship will each receive a signed Adrien Fourmaux posters
 - A £200 Probite store voucher winner for each round

At the end of the six rounds, the champion will be the competitor with the most points accumulated across the championship.



The Williams Esports Experience

The Williams Esports Experience is back, with two dates – Saturday 23rd March and Saturday 25th May. Both days will feature a morning and afternoon session with 20 slots available on each, so that's 80 slots available!

Please note, this is experience day is only open to participants aged 12 years old and over.

Book your place at the Williams Esports Experience [HERE](#)

Each Williams Esports Experience will include the following:

- Racing in the Williams Esports Lounge on the F1 23 game including four short races.
- A guided tour of the Williams Museum
- Refreshments
- The top three drivers after the four races will each win some Williams merchandise!

The cost for the day is £99 per person. Motorsport UK Esports Paid members can obtain 50 per cent off this price when combined with a promotional code available within the Member Benefits section of our website. This code can also be shared with family and friends.





Visit the Esports Hub and sign up for a Motorsport UK Esports membership


@Msptuk_esports

Accelerate your safety

How the Motorsport UK personal accident insurance policy can protect participants

Risk is an inherent feature of motor racing that those taking part cannot be fully insulated from. However, in the event of an accident, personal accident (PA) insurance can provide significant protection. Accidents can be traumatic and affect not only the injured party, but also their families. It is essential that all motor racing participants consider PA insurance and the benefits it can provide in the event of accidental bodily injury.

The unpredictability of accidents requires a pragmatic approach for successful risk mitigation. For this reason, Motorsport UK provides a group PA policy – arranged via Marsh Sport and underwritten by Aviva. The PA policy covers all signed-on Officials or Marshals, and licensed competitors attending UK based events organised or approved by Motorsport UK. Travel to and from such events is also included and members can ‘top up’ their insurance to increase the level of benefit the policy can provide. The PA insurance policy provides various forms of support, these include:

Financial

Accidents can present an array of unexpected costs – mitigation of this is crucial. Available financial support from the policy can be the provision of lump sum payments in the

event of permanent disabilities such as, loss of sight, hearing, speech, and limbs. There are also the benefits of medical expenses, broken bone lump sum payments (in the event you break an arm, leg, ankle etc), and a weekly benefit if temporarily unable to work (applicable to officials and marshals only).

Rehabilitation

The policy also provides vital rehabilitation support post-injury. Coverage enables access to services that range from short physiotherapy courses, specialised treatment, and even counselling support. This ensures the appropriate rehabilitation required for full recovery is offered with additional support for families.

Peace of mind

A comprehensive and extensive PA policy can offer competitors’ valuable mental clarity. Drivers competing can reap the psychological benefits of knowing they are protected – allowing for an enhanced and focussed performance on the track.



Where can I find out more?

For further information on the PA benefits provided by Motorsport UK, such as who is covered, when cover is operative, and how to ‘top up’, visit www.marshsport.co.uk/motorsportuk or reach out directly to Marsh Sport.

Thomas Walpole. Client Executive | Motorsport
thomas.walpole@marsh.com
www.marshsport.co.uk/motorsportuk



Rye House Returns to Motorsport UK

The newly formed Rye House Kart Club hosted its inaugural Motorsport UK event last month, reigniting the historic Hertfordshire track’s legacy, which is known for starting talents like Lewis Hamilton and many other top stars in the past 40 years. This landmark event, the first to be permitted in over eight years at Rye House, utilised the new Motorsport UK Super K-X permit, specifically designed to support grassroots-level karting clubs.

The weekend saw an impressive turnout with over 80 participants. Around 30 drivers took out new licences from ARKS tests, with drivers ranging from 6- to 60-years-old, competing across seven different classes. This showcases the inclusive nature of the permit, which also provides significant benefits from Motorsport UK, ensuring a safe, fair, and secure environment for all competitors.

This initiative is a key component of Motorsport UK’s broader strategy to enhance participation in club-level karting and to reintegrate clubs and venues into the fold of permitted and licensed events. The Rye House Kart Club is set to host races on the third weekend of each month, with further details available at www.rye-house.co.uk

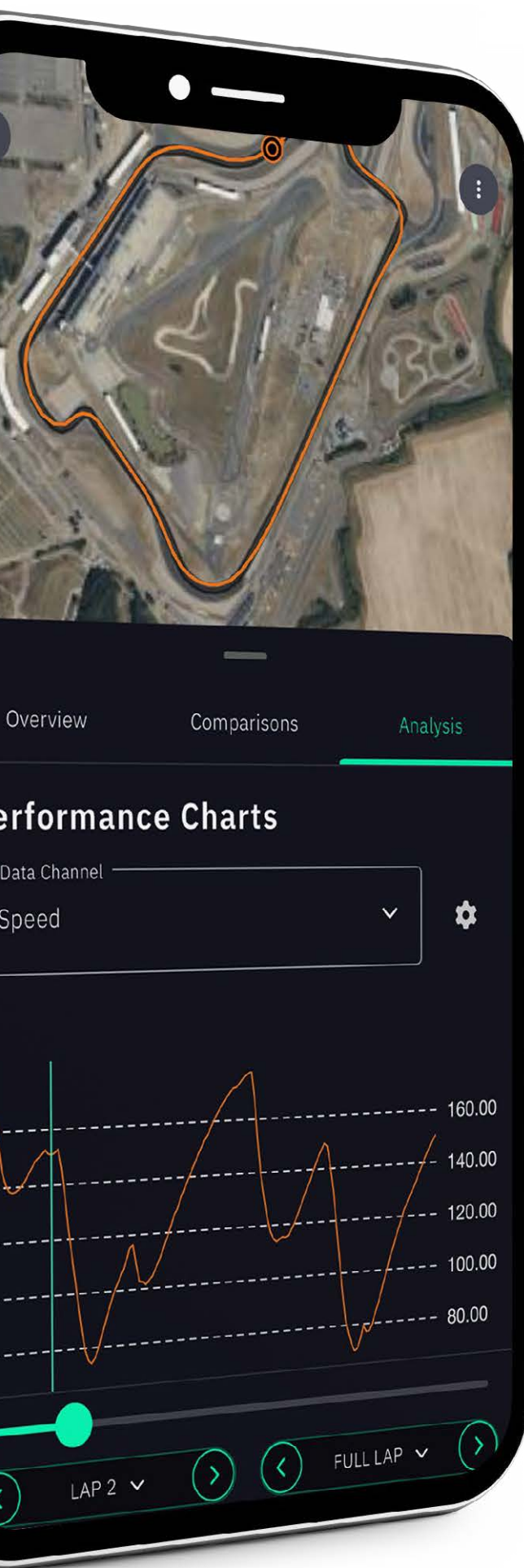
“It is wonderful to see Rye House reunited with Motorsport UK racing,” said Ryan Musk, Director at Rye House Kart Raceway. “As one of the oldest race venues in the UK, our small, yet demanding circuit is still a breeding ground for young talent, with many successful drivers starting their careers at Rye House.

We would like to thank Motorsport UK for being super accommodating to help re-establish the club, and we would also like to thank all our drivers for supporting the cause

and making our first race meeting a very special return to ‘proper’ licenced racing! With the reunion of Rye House with Motorsport UK racing, we are confident that we can continue to uphold our legacy and contribute to the growth of motorsport in the UK.”

“The revival of the Rye House Kart Club and its inaugural Motorsport UK event is an important moment for Motorsport UK Super K-X Kart Events,” adds Dan Parker, Motorsport UK Head of Karting. “Here we are embracing a legendary venue that has been the cradle for motorsport legends. With over 80 drivers from all walks of life, this event underlines our commitment to grass roots club karting and making our karting events more assessable.”





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FIA presents vision for future Hydrogen fuel in motorsport

The first FIA World Motor Sport Council meeting of 2024 has set out some technology and strategy plans for the future.

As part of the energy transition road map, which defines gradual introduction of sustainable power sources, the FIA is continuing the development of hydrogen-fuelled power units across different disciplines and competitions.

For the next phase, the FIA is focusing its efforts on contributing to development and promotion of solutions based on hydrogen stored in liquid form (LH2). Given the tank's characteristics, lower volume and weight compared to

compressed hydrogen gas tanks (CGH2), liquid storage form is better suited to the demanding environment of motorsport competitions, where optimisation is key. This also allows the powertrain layout to remain closer to a conventional internal combustion-powered car when compared with vehicles accommodating compressed gas tanks.

The FIA has been leading the work on regulations for hydrogen-powered vehicles in motorsport, with safety being one of the key considerations, since 2019, when it formed the FIA Hydrogen Technical Working Group, gathering numerous manufacturers and industry-leading companies.

Visiting FIA CEO Natalie Robyn and a small group from the Motorsport UK team enjoyed a guided tour around Plant Zero.1 – close neighbours to the Bicester Headquarters, and were able to discuss the future of synthetic fuel in motorsport. The FIA's leadership helps create fresh innovation year after year, and Zero is eager to take on new challenges and opportunities within the sport we love.

"We are honoured to share this moment as the first Formula 1 Official Partner that makes synthetic fuel, and we look forward to working with the FIA on writing the next chapter in motorsport history," added Zero CEO Paddy Lowe.



Waste recycling at Rally Sweden. If the Swedes can do it in the snow, we can do it at any UK motorsport event.



GEOTRAQ IN RALLYING:

Adding to Safety with Precision and Pizzazz

In the heart-pounding world of rallying, where twists and turns are the norm, every second counts and where precision and excitement collide. Enter the Geotraq Tracking System by RBI Sport – a high-tech marvel that's not just changing the game in safety and logistics, but also revving up the excitement for all rallying enthusiasts. Geotraq is not just a tracking system; it's the rally companion for the competitor that ensures every hairpin turn and daring jump is a meticulously choreographed dance being followed in real-time by event officials.

Geotraq isn't just for the officials & competitors; with live-tracking data accessible through mobile apps or dedicated rally websites, fans can follow their favorite drivers and teams in real-time. It's like having a backstage pass to the rally circus, allowing fans to virtually ride shotgun with their rally heroes. Geotraq doesn't stop at just tracking; it's a game-changer with geofencing antics. Picture this: virtual checkpoints strategically placed along the rally route, ensuring drivers arrive at all the controls. It's like a dance routine where the rally car pirouettes through digital hoops, and the Geotraq system is the choreographer calling the shots.

Geotraq isn't just about the thrills; because in rallying, safety is paramount, so it's a vital tool for emergency response teams. If an unfortunate incident occurs, Geotraq pinpoints the exact location, ensuring a swift and precise response by Rally Control to keep both competitors and spectators safe. The Geotraq Rally Tracking System is developed to fulfil all the latest FIA requirements and aims to establish a new baseline for Rally Tracking.

As technology continues to evolve, Geotraq promises an even more thrilling future for rallying. Imagine a world where rallies become immersive digital experiences, blending the thrill of the

rally with interactive technology. Geotraq is at the forefront, ensuring that rallying remains a pulse-pounding spectacle for generations to come. So buckle up, rally enthusiasts – with Geotraq, the adventure is not just on the stage; it's also in the technology that propels it forward!

To follow all the action on the Get Jerky Rally North Wales, the Legend Fires North West Stages & the Rallynuts Severn Valley Stages go to:

- <https://geotraq.live/Rally North Wales-2024>
- <https://geotraq.live/North-West-Stages-Rally-2024>
- <https://geotraq.live/Severn-Valley-Stages-2024>

For further information:

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Revolution - March 2024

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Member Benefit of the Month

Exclusive 8 per cent Off in-store for Motorsport UK members

At Halfords, you can find everything you need to you need to keep your vehicle in tip-top condition, with the the UK's biggest range of motoring essentials and accessories for cars, vans, and motorcycles. For over 100 years Halfords has been helping drivers enjoy life on the road. Alongside the tried and tested Halfords products, you will find leading brands in car cleaning and car parts at great prices.

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including car batteries, bulbs, and wiper blades. Refresh your car's look with styling products or extra carrying capacity with a set of roof bars and a car roof box.

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**Exclusions apply – see voucher for more details. Discount cannot be used in conjunction with any other voucher, promotion, colleague discount or exchange for cash.*

£10,000 donated to Wales Air Ambulance

Forresters Car Club, based in Cwmbran, South Wales, presented representatives of the Wales Air Ambulance with a donation, bringing the grand total raised by the club to £10,000. Club Chair Ted Davies, and members Neil Jones and Ben Powell, are pictured with representatives of the Wales Air Ambulance charity.



Discover Your Drive Days

During February half-term 10 TeamSport indoor karting locations hosted the first Discover Your Drive Days with 137 girls in attendance. Each day was led by TeamSport Chief instructors, who supported the girls through a range of on-track and off-track sessions. For some girls this was their first experience of being in a kart. There were three progressive on-track sessions that equipped the girls with the foundations of kart control, from sitting in a kart for the first time to setting a competitive lap time.

The off-track activities tested the girls' racing driver abilities, with reaction time and information processing activities delivered through fun and engaging games.

Each Discover Your Drive Day presented three awards: Driver of the Day, Fastest Lap and Most Improved Driver of the Day. Each winner received a certificate and a Discover Your Drive Puma water bottle, donated by F1 Academy sponsor Puma.

Those drivers who showed potential, were invited to join the Discover Your Drive Race Academy at the end of February.

Five weekly progressive coaching sessions at TeamSport sites prepared the girls and encouraged them to join the Discover Your Drive Race League sessions to develop their race craft against mix abilities and gender cadet karters at TeamSport, before embarking on their qualification journey for the British Indoor Karting Championships.

"The Discover Your Drive Days have been designed to be an inclusive entry point to motorsport," adds Programme Manager Rosa Dakin. "Allowing all girls aged 8-12 years to come and experience the brilliance of karting, regardless of their starting point. I am looking forward to seeing the girls progress across 2024 to the British Indoor Karting Championships and look forward to welcoming girls to the next Discover Your Drive Days in April.

The next Discover Your Drive Days will be taking place across the UK in April 2024, to book your place visit www.team-sport.co.uk/dyd



Two friends, Stuart Westbrook(left) and Malcolm Atkinson (right) who both volunteered on a Motorsport Rescue Unit (EMMU Rescue) for many years, have recently had transplant surgery at similar times, at different hospitals. They have now both fully recovered and returned to serving motorsport on the same Rescue Unit. Thanks to the Organ Transplant Scheme, these two volunteers may go on to save other lives. Well done chaps – it is great to have you back!

Christianne Ireland will be aiming to win the trophy that carries her fathers' name



New historic speed championship launched

A newly formed Motorsport UK recognised club, the National Historic Speed Club (NHSC), has announced a speed championship for historic cars, sports cars and race cars built between 1st January 1947 and 31st December 1976. Sponsored by Hagerty UK, the new speed championship will be contested over 12 rounds at classic venues such as Goodwood, Aintree, Shelsley Walsh, Prescott, Loton Park, Mallory Park and Harewood.

The overall champion will be awarded the Innes Ireland Trophy, a trophy kindly donated by Christianne Ireland, his daughter. It is expected that Christianne will be competing in the championship, no doubt with the intention of winning it back!

Entries for the new championship are now open via www.nationalhistoricspeed.co.uk



Manx Rally wins 'best event' award

The 2023 Manx Rally has earned the accolade of the best event of the season, as voted by competitors in the Protire Asphalt Rally Championship.

Each year registered contenders in the championship vote for the best event of the season and for 2023 the Manx Rally emerged as the winner, to the delight of the organising team from Manx Auto Sport.

Paul Morris, coordinator of the Protire Asphalt Rally Championship, said: "The award is voted for by our competitors and it was very close because the level of event was very high. All the events are quality rallies, and it was the Manx that won the award for the 2023 season. The sun shone, there was great competition, and everyone enjoyed the stages on the island."

The Isle of Man has a glorious special stage rallying heritage. This year's Manx winner will join a stellar list of former winners that includes Colin McRae, Richard Burns, Elfyn Evans, Henri Toivonen, Ari Vatanen and Roger Clark. The 2024 Manx Rally will run for two full days on Friday 10th May and Saturday 11th May, covering around 130 classic stage miles on the famous closed roads of the Isle of Man. The event is a round of the Protire Asphalt Rally Championship, the Fuchs British Historic Rally Championship, the HRCR Stage Masters Challenge, and the Mini Rally Challenge.

Practical Training Day at Builth Wells

If you are interested in becoming a rally marshal or improving your skills, don't miss this opportunity! The British Rally Marshals Club, in partnership with the Welsh Association of Motor Clubs, is organising a marshals training event on 21st April at the Royal Welsh Showground in Builth Wells. You will learn from experienced instructors and get practical advice on how to perform your role safely and effectively. For further details see www.wamc.org.uk



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Colin Heppenstall
R.A.C. Clerk of the Course

Photograph courtesy of British Rally Media



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Dave Lucas

Motorsport UK is saddened to learn of the death of Long Service Award winner Dave Lucas.

Dave joined the Hagley & District Light Car Club in the early 1960s and went on to form the Monarch Motor Club, which ran 12-car Rallies and Road Rallies and supported other clubs with marshals for both Road and Stage Rallies.

Dave competed in his first Stage Rally in 1969, in a Vauxhall Viva GT, at the 432 Club's 'Rally of the Tests'. In 1973, he competed in the RAC Rally starting at car 165. He was co-driver for Ian Beveridge in a 1300 Escort Sport. They finished in the top 50 and second overall in class, just behind Shekar Mehta in his works Datsun. Altogether, Dave took part in 15 RAC Rallies as either driver or co-driver.

Dave was very involved in West Midlands Motorsport for over 50 years and was a member of BTRDA, Owen MC, and the HRCR (Historic Rally Car Register) and in the late 1980s, taking part in the first historic Rally Britannia on Epynt in 1982. He also competed in the 24-hour Le Mans race back in the early 1990s.

As well as being a National and International Steward for the FIA, FIM, the RACMSA and now Motorsport UK, Dave was also a Motorsport UK trainer and a past Chair of the Clerks and Stewards Committee.

Dave was the first Route Liaison Officer (RLO) for the then Motorsport Association and continued in this role for almost 50 years. Within Motorsport UK, Dave Lucas was recognised as a 'general fixer' for any difficult event or situation. Between 1986 and 1990, he organised many events, including the International Birmingham Super Prix, which included negotiating with Bernie Ecclestone. As a result of their lunchtime meeting, Bernie was satisfied and made sure that others in the racing community supported the event to make it happen.

Motorsport has lost a tremendously knowledgeable man. A gentleman, a guide and mentor.



Tony Sugden

Motorsport UK regretfully announces the death of Tony 'Suggy' Sugden.

Bradford-born Tony's first involvement with motorsport was in grass-track motorbikes in 1949, progressing to bike circuit racing, then sprints and hillclimbs, switching to car circuit racing in 1968. His 54-year career included the heyday of special saloon racing during the 1970s with his faithful Ford Escort Mk1. After moving into club GT racing with a Lotus Esprit silhouette, Tony enjoyed his most successful years during the 1990's, with a 500bhp turbocharged Skoda. He was a familiar sight at Oulton Park as he won the 'large class' of the BARC-NW Sports / Saloons 12 times between 1989 and 2003. In all, Tony started around 750 races in cars during his career.

Tony's last season as a competition driver was 2003 when, at the age of 71, he retired from racing after a season in which he won most of the rounds of the Northern Sports and Saloons Championship. After retiring, Tony could usually be found driving the safety car at Cadwell Park, and for the Classic Sports Car Club (CSCC), and enjoying every minute.

"Tony (Suggy) Sugden was safety car driver for the CSCC from 2017 and had previously driven it for us at Cadwell Park too," adds Hugo Holder, Competitions Director and Club Secretary, at CSCC. "In 2018 he finally relinquished his driving seat but continued to support us as an Event Steward up until 2021, when his failing health prevented him from making the journey to the circuits."

In honour and recognition of one of the best-loved and well-known special saloon drivers, in 2022 and 2023, the CSCC ran the JMC Racing Special Saloons & Modsports 'Tony Sugden Trophy' at the Oulton Park Gold Cup, and will do so again this year.



Hugh Chamberlain

Motorsport UK is sad to learn of the death of Hugh Chamberlain.

His father was headmaster of a school in Towcester, and at the age of seven Hugh went with his father to spectate at the RAC International Grand Prix in October 1948. This is where the motor racing bug began.

Hugh's father became involved in race team management and Hugh regularly accompanied him to Silverstone. The Jaguar XK120 was launched at the Earl's Court Motor Show just a few weeks after that first Silverstone Grand Prix, and around 12 years later, Hugh had saved up enough from his earnings as a police officer to buy one, which he entered in sprint events. The XK120 gave way to a Cooper-Jaguar, the ex-Tommy Sopwith YPK400. After leaving the Met, Hugh managed a motor parts business in Hertford, and he became the owner of a Mallock U2 Mk 6B which introduced him to the Clubmen's Formula. Despite the lack of formal engineering training, Hugh was a quick learner and gradually he built a sound customer base. By 1972 Chamberlain Engineering had attracted a loyal following from among the Clubmen's Formula fraternity, and Hugh was racing his own Mallock U2 whenever he could.

While at Royston Rugby Club Hugh met Will Hoy, who had yet to race cars, but was already competing in 250 Superkarts. With Hugh's assistance, Will started his first ever car race from pole position at Silverstone in March 1982 and by 1984 he was one of the winners of that year's Grovewood Awards, going on to win the British Touring Car Championship in 1991. Meanwhile Creighton Brown, a director of McLaren International and accomplished Clubmen's competitor, encouraged Hugh to join him to run a Tiga-Hart TS84 in the Thundersports series. Reliability was an issue, but Hugh began, first with the Tiga, and then with a Spice SE87C. In 1985 Will Hoy shared the driving with Creighton Brown but their season in Thundersports was marred by retirements.

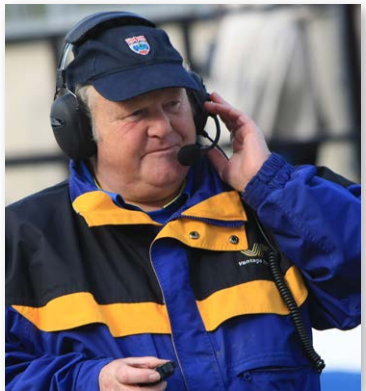
In 1987 Nick Adams became the lead driver for Hugh's team which was the first full season for Hugh's team in the World

Sports Car Championship. Nick was joined by Graham Duxbury, and in a non-championship race for Group C2 cars only at Kyalami at the end of the year, Nick and Graham gave Chamberlain Engineering its first international victory.

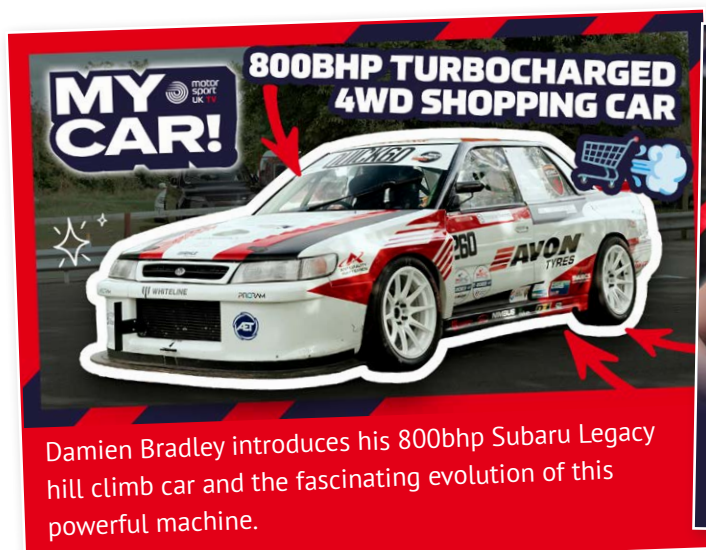
In 1988, the team's sister car picked up points more often and helped Hugh's team to second place in the Teams' championship. A year later Chamberlain Engineering lead the way, now with a Cosworth DFL engine. Graham Duxbury was replaced by Fermin Velez to share the driving with Nick Adams. They won the first four races and took podiums in two others, clinching the C2 Championships for Drivers and Teams at Donington Park. The only disappointment was an engine failure at Le Mans as this was the race which Hugh most wanted to win.

With the Group C and prototype sports cars struggling for support, Hugh took up opportunities in GT racing. There was a partnership with Lotus Sport, followed development of the Jaguar XJ220. Chamberlain Engineering became involved with the Chrysler Viper GTS programme and returned to sports-prototypes with MG in 2001. With a name change to Chamberlain-Synergy, TVR Tuscani were campaigned in the American Le Mans Series for Gareth Evans with whom Hugh ran a Lola-AER. After 2008, Hugh continued to be in demand as a consultant to various teams running in international sports car racing.

From 1987 to 2008 Hugh regularly took a team management role at Le Mans, and 'the Chamberlain Report' on Radio Le Mans became a much-anticipated feature of the race coverage. Hugh was a unique character who took the business of motor racing seriously but usually with a smile on his face.



Revolution has pulled out six of the best videos from Motorsport UK TV, the organisations dedicated video platform, that you can't miss! For all of these and more, visit www.motorsportuk.tv and make sure you never miss a moment!



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CARS ON DISPLAY

At Motorsport UK's Bicester Heritage HQ, a regular cycle of cars, kindly offered by their owners, are proudly displayed in the lobby

These cars, ranging from classic motorsport icons through to modern racing machines, provide a backdrop to the day-to-day events and activities that pass through the building. For guests and employees, they offer a taking point and the opportunity to see the real thing up close.

Every car displayed has a unique story and many appear on the dedicated Instagram account – www.instagram.com/carinthelobby. If you are visiting Motorsport UK, get involved on social media using the hashtag #carinthelobby.

Mondeo Man

Centre stage for this issue is the Prodrive-built Ford Mondeo that powered Alain Menu to the second of his British Touring Car Championship titles in 2000, bringing down the curtain on the much-loved Super Touring era.

"It's probably an obvious thing to say, but I've got very nice memories of that car, that era, the team at Prodrive and my

team-mates," reminisces Menu. "Everything was pretty much perfect, actually. So that year [2000] was the second for the Ford Mondeo, and the first year was quite tough because before that, the Mondeo was not very competitive."

Back at the end of 1998, a straight swap occurred between two of the UK's leading motorsport outfits, Prodrive and West Surrey Racing, the former taking on the manufacturer-backed Ford team in the British Touring Car Championship (BTCC) with the latter switching to Honda. Although the Mondeo had enjoyed numerous race-winning outings since its introduction in 1993, its potential was yet to be fully realised.

"It [the Mondeo] used to be competitive in the early nineties, '93, '94, but then they lost their way a bit," explains Menu. "So, when Prodrive got it, they re-visited the car completely. But as it transpired, one of the main issues we had in '99 and we only found out in the summer was the lack of rear downforce. And it made the car very tricky. The car was very 'on the nose'.

"So, they put all that experience and knowledge into the 2000 car. I don't know if it was the best car on the grid initially, but it was definitely the 'ultimate' Super Touring car. It was fantastic and both the engine and the noise of it was so nice. All in all, the car was competitive everywhere."

The signing of 1997 champion Alain Menu and 1998 runner-up Anthony Reid was a statement of intent for the new Prodrive-run operation, and one year later after a spell of development, coupled with some innovative engineering, '98 champion Rickard Rydell was loaned by Volvo to complete one of, if not the, most formidable driver line-up in the championship's history.

Finally, Ford Team Mondeo headed into the new millennium with the potential to challenge for championship honours.

"I don't know if it's happened before or since, to be honest," Menu admits, discussing the strength of the line-up. "All credit to the team and the management and also to an extent to the drivers. We always had a very good relationship.

The Ford Mondeo Super Touring



Ford Mondeo Super Touring Specifications

Chassis: Unitary steel

Suspension: McPherson struts

Engine: Cosworth, V6, 2.0-litre, naturally aspirated, 305bhp

Gearbox: XTrac, 6-speed sequential

Weight: 975kg

Wheels: 19 x 9-inch magnesium O.Z. racing wheels

Tyres: Michelin



➤➤➤➤➤

Rothmans Porsche

The Porsche 911 SC RS is the first car Prodrive made, winning on its debut at the 1984 Qatar Rally. Porsche originally built 20 of the specially homologated cars and Prodrive took eight and converted them into Group B rally cars for Henri Toivonen to compete in the European Rally Championship and for Saeed Al Hajri in the new FIA Middle East Rally Championship.

“Prodrive originally agreed to run the 911 SC RS as part of a plan by David Richards to get access to the 959,” reveals R&D Director David Lapworth, “and to continue the Porsche-Rothmans partnership in to Group B rallying. Delays to the 959, and the demise of Group B meant that this never really happened, and the 911 SC RS became the project car that helped cultivate the Prodrive team. Being air-cooled meant it was a simpler, more robust engine, that could cope with the heat of the desert rallies, while one of the biggest challenges for the young Prodrive team was to give it enough ride height and suspension travel to survive the unforgiving terrain”.

Prodrive ran the cars for four years until 1987, winning two Middle East titles. With rear-wheel drive, the Porsche 911 SC RS was ultimately unable to compete with the newer four wheel-drive-cars, despite competitive outings in the World Rally Championship at the Acropolis Rally, where it finished fourth in 1986.

Now part of the Prodrive Legends collection, the car still runs, so we may yet see it in action again in at a demonstration event in the future.



Specification

Engine: 3.0 litre DOHC flat 6-cylinder boxer, air cooled with dry sump

Power: 290Bhp @ 7000rpm

Drivetrain: Rear wheel drive, Type 915 five-speed H pattern manual gearbox and limited slip rear differential.

Suspension: Heavy duty dampers, reinforced strut brace and larger torsion bar, plus helicoidal springs.

Brakes: Dual circuit with servo.

Body: 930 steel chassis with roll cage, aluminium door panels and bonnet, fibre glass bumper, sills, engine cover and rear spoiler.

Length: 4290mm

Width: 1776mm

Height: 1310mm

Wheelbase: 2270mm

Weight: 960kg



MightE Bambino Kart

MightE has been selected as the official electric powertrain supplier following a successful tender process for the Motorsport UK Bambino Owner Driver Karting category, which will debut this year, with karters using an electrified powertrain that will be similar in performance to the current petrol-engined Comer C50s.



Run time: Up to 60 minutes high-performance run time for a minimum of 500 cycles

Simplified technical requirements: Reduction of barriers to entry through cost levelling, maintenance reduction and technical competency threshold of competitors.

Charging: The batteries are charged via a standard domestic power supply (UK), either on the kart (immobilised) or removed.

Safe working voltage: The system voltage will remain below 60V in all situations, including fault conditions.

Accident damage: The battery installation on the kart chassis can withstand a minimum 30g impact in X,Y or Z axis without electrical or mechanical damage to the pack or failure of its mountings. An appropriate safety manual cut-off / isolation switch is fitted in an easily accessible position.

“Even though we were really fighting, like tooth and nail, we didn’t fall out. There was no argument. I think there was like a little bit of an incident at one point between Rickard and ‘Max’, as we called Anthony.

“But even that, I think that was discussed after the race and there were no issues, really. But it was tough, though, because Max and Rickard were very quick, competitive, and experienced drivers and they all wanted to win as much as I did. But you had to be at your very best to beat those two.”

Three victories from the opening four rounds set the tone for Menu’s charge toward a second title, but the consistent, podium-scoring form of Reid brought the Scot back into contention as the season wore on. Rydell was the undisputed ‘man to beat’ in qualifying with an unparalleled nine pole positions, but a combination of mechanical issues and incidents on-track had blighted his chances.

That left it to a race between Menu and Reid, with the Scot ahead going into the final race at Silverstone. Reid’s campaign came undone when a collision with Vincent Radermecker’s Vauxhall on the penultimate lap of the season finale forced him into retirement, and Menu’s third-placed finish secured him the crown by a slender two-point margin.

The team won the Manufacturers’ title by a large margin, with over 100 points back to second-placed Honda, and also added the Teams’ title to make it an emphatic hat-trick, the culmination of both the Super Touring era, and two years of hard work.

Behind the wheel of an icon

The Super Touring Mondeo, complete in its distinctive blue-and-yellow, Rapid Fit-sponsored livery, is among the best-loved and most recognisable touring cars of all time – see [Revolution March 2023](#)

For Menu, it was also among the best examples of a fully developed racing car, given its status as the last guard of the Super Touring regulations.

“The main thing with Super Touring, and especially that 2000-spec Mondeo, it was the last year of the regulations, so it was almost a fully developed car. I don’t think they could have done much more to it,” he says.

“It was hard to go for the last few tenths because it was a very responsive car. It was tricky on the limit, especially in the fast corners, because although you had some downforce and it was working, in the races you still had to set the car up, so the rear was a bit nervous to [help] look after the front tyres.

“But the braking, turning in, the front end. I keep talking about downforce, and in some ways it’s a bit weird on a touring car, but it was working and even the front splitter was working, so it gave you good grip in the fast and medium corners. A very efficient car, but tricky to go for the last tenth or two, and I think that’s where the top drivers were making the difference.”

Miranda Lomax, Maddison Murphy,
Georgina Harris, and Adrian Spencer



GEORGINA HARRIS – ENGINEERING THE FUTURE

Behind every great race driver is a great engineer – so what can be done to develop a diverse pool of talent? Will Gray spoke to Motorsport UK committee member **Georgina Harris** to find out

The UK has an unrivalled pedigree in motorsport engineering. Colin Chapman. Adrian Newey. Rob Loaring. John Wheeler. Rob Smedley. Bernadette Collins. These are just a few of the thousands of British engineers that have been involved in creating or running title-winning cars throughout the years.

That talent pool continues to flow to this day, with the UK recognised as one of the world leaders, but while the F1 teams offer opportunities for the very top tier, there are thousands of university undergraduates which could embody an untapped resource for motorsport at a national level.

Professor Georgina Harris, a member of Motorsport UK's Women in Motorsport Expert Committee, and a founding Dean of the Faculty of STEM (Science, Technology, Engineering, Mathematics) at Arden University, was inspired to follow a

career in engineering herself after watching motorsport with her family and believes that giving youngsters the opportunity to engage in all parts of motorsport is "a real lure."

When she joined the Committee, her eyes were opened to the opportunities that are out there: "Things like marshalling, which is available to everybody, or scrutineering, which is a great way for future engineers to get their hands on real racing cars, are really inspiring and exciting," she explains.

"If somebody had told me about those when I was a youngster, my gosh, I would have been there all the time! To have the opportunity to volunteer, learn on the job and build experience working alongside other enthusiasts is fantastic and it can also help a young person to get on an academic engineering program or to get into employment.



Professor Georgina Harris developed a hands-on programme in which students are challenged to make a ride-on hoverboard

"In education, we love to hear when somebody has gone out of their way to try something for themselves. That is amazing. The same is true for careers – engineering, motorsport, and the wider context. Employers love enthusiasts. They love people who have a passion about something, something that drives them, and it can make a massive difference."

Harris became involved with Motorsport UK when she was asked to develop a STEM activity for the Girls on Track programme, which aims to engage and inspire potential future female engineers within schools. Her solution was a hands-on programme in which students are challenged to make a ride-on hoverboard.

That hands-on experience is what really inspires them, and she explains: "By the end of it, they are just stunned that they can get on it and ride it, on a cushion of air, and the 'I made that' feeling is a really important part of motivating them. It helps them see that, this is something that women and young people can aspire to do.

"Often, schools, parents and children do not necessarily know what exciting careers there are in the world of motorsport, quite simply because many of them have not been exposed to it before. But there are some amazing opportunities out there, and giving them the chance to think about these types of careers can really help."

The opportunities in UK motorsport, however, could go far beyond the realm of Motorsport UK's officials volunteer roles. Every privateer, team and motorsport event running in the country represents an opportunity for future engineers to gain hands on experience – and in many cases it can offer benefits on both sides.

"It is definitely a two-way thing," says Harris. "Often, just having an extra person can be a real help. However, because educators are continually trying to keep at the forefront of technology, the students can often bring their knowledge of the cutting-edge to their host companies as well – so it could be more beneficial than you might think.

"I spend a bit of time supporting a racing team run by one of my friends, and they took on a student who now works at Red Bull Racing permanently as one of their engine specialists. Those opportunities are there but connecting them up with people who are genuinely motivated and really want to be there is actually quite tricky.

"It is not easy to find things if you are not 'in the know', and connecting the dots is one of the biggest things we need to do – from highlighting track days where independent race teams are looking for engineering talent, to providing details of small privateer teams that are looking for committed volunteers who want to learn, exchanging efforts for experience."

>>>>

In her day job, Harris is developing the School of Engineering at Arden University, a new style of university that enables students to study in a more flexible way. The courses, which will run in London, Manchester, Birmingham, Leeds, and Berlin, are designed to suit career changers and people who need to flex, or adapt, their study around other things they are doing.

Around ten years ago, she also worked with colleagues from the motorsport and motoring industry to set up Crewe University Technical College, a school that delivers the national curriculum but does so by putting it into the context of real engineering applications and using live projects for students to tackle design, materials, creativity, and innovation.

In the past, Bentley provided a driving seat for students to learn about ergonomics and suggest potential improvements and Harris says: "Those sorts of projects are perfect for motorsport because the more exciting the project is, the more engaged the students will become."

"Real-life companies offer a different quality of feedback, too. When I tell a student they could improve by doing something, they listen to a certain extent, but when an external party, who the students would really like be involved with comes in and tells them how they can improve, my gosh they move!"

"It is almost a catalyst for them – building an extra year of maturity almost overnight because they are genuinely getting to see a potential employer in front of them – and it also offers the company coming in an opportunity to potentially shop from the best we have before they are on the [job] market."

"Students on a traditional university course also have holiday periods when they can offer their time in return for experience. I did that when I was a student and every time, I got develop new skill sets and learn the things I wanted out of a job and the things I did not. And being in the summer, it is right in the heart of the motorsport season."

Ultimately, inspiring the next generation is all about getting their eyes on the prize. To see engineering in action, experiencing it hands-on, is vital if that list of UK motorsport engineering success stories is to continue, while schemes such as Girls on Track and Race for Diversity are working hard to ensure a diverse talent pool for the future.

There are now many dedicated further education courses for motorsport engineering across the country, while activities such as the Eco Challenge, in which students design and build electric vehicles to go as far as possible on a single charge, and the iMechE's Formula Student take motorsport into the classrooms and students out onto the racetrack.

However, in an evolving world, inspiring a diverse pool of youngsters into motorsport remains a constant challenge and Harris concludes: "We need to ensure we are delivering all the content and experiences that students are going need for entering the world of engineering and we need to make sure they know about them."

"There is a broad network of activities and opportunities across the country that try to support and encourage people to get into engineering and motorsport, but not everybody is aware of it. There is no national scheme, nowhere that all that information is collected and presented to people, so it is sometimes difficult to find out where they are happening."

"If young people and parents could learn about their nearest activities, they would really value that, and the sport would benefit. It is not necessarily about doing more – we just need to make sure people can find the opportunities and connect up. And in motorsport, once you have got people in, they usually get hooked!"

Pathway to success

While motorsport can be a career itself, participation as a volunteer can boost your personal development and confidence. And you get to have fun too.

"As a young person growing up in the sport, volunteering gave me so many transferable skills that I wouldn't have necessarily picked up in school or education", reveals Sam Walker, Training Coordinator at Motorsport UK.

"Life skills are the things I picked up the most while volunteering at events. You can learn about maths and science in a classroom, but what you don't learn are interpersonal skills such as how to talk to adults, how to deal with confrontation or difficult situations. Volunteering in motorsport, particularly at a young age, gives individuals a position of responsibility and authority which you would not necessarily experience until you enter a work environment."

"While academic achievements are a fundamental part of building a CV, employers and education providers do often take extracurricular activities into account even if they are unrelated to the job or course you are applying for. The skills required to be a Marshal, Official or event organiser are entirely transferrable to every-day life, and young people submitting UCAS, or job applications, should take full advantage of their activities within motorsport by mentioning them within personal statements or CVs."

"Volunteering in motorsport also gives you an opportunity to meet a vast number of people who come from all sorts of backgrounds and professions. For many, motorsport is a hobby outside of a completely unrelated career, and you may meet someone at an event who works in a field you aspire to work in yourself. I was fortunate enough to meet my future boss at motorsport events, and I'm sure there are countless others who have, and will do, the same."

Motorsport Coaching

Becoming a professional sports coach requires passion and dedication. Many believe that sports coaching is all about increasing the technical ability of an individual and teaching new skills. However, becoming a sports coach is so much more; you are a support system for the athlete, helping them to achieve their goals in a safe, inclusive, and effective environment. As a coach it is your job to facilitate the process of talent development and introduce your athlete to new opportunities. A sports coach needs:

- Technical knowledge
- Interpersonal skills
- Communication – listening skills and body language
- Ability to plan
- Motivational
- Compassionate
- Honesty, Trust, and Respect
- Patience
- Analysis, Observation and Feedback skills

When choosing coaching as a professional career it is important to understand the Code of Practice which covers: your rights, relationships, personal standards, and professional standards. This will help you to understand more about your responsibilities and behaviours as a coach.

If you would like to learn more about the role of the coach, and how you can utilise your skills, Motorsport UK's 1st4Sport Level 2 Coaching in Motorsport is perfect for you. If you would like to apply for the course, please email coaching@motorsportuk.org for further details.

Or, if you cannot commit to being a qualified coach, check out our Accelerator Award to become an ambassador of motorsport. To book on an Accelerator Award course, visit www.motorsportuk.org/get-started/coaching/accelerator-award and follow the course registration instructions. You will then receive a Coaching Hub login and then you will be all set to complete the award.



ACCELERATOR

Race Into STEM

Microsoft and BWT Alpine F1 Team have extended their Race Into STEM Programme with activations for local schools at multiple race events across the 2024 Formula 1 season.

The newly-expanded programme was announced during an event with Girls on Track UK at London Design & Engineering University Technical College (UTC) last month, where students participated in various STEM activities together with female members of BWT Alpine F1 Team.

As well as hosting STEM workshops and guest lectures from key figures working at BWT Alpine F1 Team, the Race into STEM Programme features a new digital platform created by Microsoft, with a curriculum by Girls on Track UK.

The digital platform provides free online resources and learning tools that are focused on further developing knowledge and interest in STEM subjects with a connection to motorsport.

The online platform will also host interactive video content, including interviews from BWT Alpine F1 Team, giving young women advice and guidance on different career paths and how to develop the skills needed to work in Formula 1. To learn more, see www.raceintostem.com



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 27th February 2024
Case No. J2024/1
Mark Heywood KC, David Munro, Anthony Scott Andrews

Appeal against De-Selection from the DiSE Programme and Suspension of Competition Licence

Jamie Champkin appeared on behalf of Motorsport UK.
Sarah Franklin appeared on behalf of X.
X and his father appeared in person.

Judgment
The National Court has considered an appeal by and on behalf of X against his de-selection from the Diploma in Sporting Excellence programme, and the suspension of his competition licence.

Upon hearing from Ms Sarah Franklin on behalf of the appellants and Mr Jamie Champkin on behalf of Motorsport UK:

- By consent, the Appeal shall be allowed on the following terms:
- A. X shall participate in the remainder of DiSE Year 2 remotely.
 - B. The Undertaking dated 17th April 2023 remains effective and active.
 - C. Any further breaches of the Undertaking or of the NCR non-driving regulations, shall result in referral to the National Court.
 - D. X's 2024 Competition Licence may be applied for.
 - E. No order for costs.

Mark Heywood KC
27th February 2024

Sitting 27th February 2024
Case No: J2024-2
David Munro (Chair), Mark Heywood KC, Tony Scott-Andrews

Samuel Stansbury, Licence Number 194622

Jamie Champkin appeared on behalf of Motorsport UK.
Samuel Stansbury appeared in person and was not represented.

Disciplinary Panel

1. This matter comes before the Court by way of an application by Sam Stansbury for remission of the penalty imposed by this Court on 17th May 2023.
2. As a result of a serious incident which occurred at Whilton Mill Circuit on 19th March 2023, Mr Stansbury was convicted of a breach of NCR C.1.1.5 and the case was referred to this Court for consideration of the imposition of a further penalty.
3. For the avoidance of doubt, the penalty imposed on 17th May 2023 was that Mr Stansbury was: "permanently forbidden to take part in any competition whatsoever, nationally and internationally".

4. Mr Stansbury seeks to work as a Kart mechanic. This Court's judgment specified that he is forbidden to take part in any competition pursuant to NCR C.2.7.
5. The Court does not regard simply acting as a mechanic as falling within that definition.
6. Working as a mechanic in Karting and with children is a regulated activity which will require a DBS Suitability Check and is a matter for the Disclosure and Barring Service. The existing order of this Court does not prevent the Appellant from acting as a mechanic.
7. The Court makes no order as to costs.

David Munro, Chairman
27th February 2024

Sitting 27th February 2024
Case No. J2024/3
Mark Heywood KC, David Munro, Anthony Scott Andrews

Disciplinary Proceedings – Y (minor)

Jamie Champkin appeared on behalf of Motorsport UK.
Y and his father appeared in person.

Judgment

1. On 2nd February 2024, Y and Z (other minor Competitor) were taking part in a practice session for the Winter Warmer Trophy round at PF International Circuit the following weekend.
2. After the signal had been given for the end of the session in which they were taking part, Z's kart was struck forcefully from behind by Y's on the approach to hairpin 1. The impact caused Z's head to snap back and his hands to be knocked from the steering wheel. As a result, Z lost control and left the track, resulting in a heavy impact into the barrier.
3. This session was not covered by the ASN permit, but by reason of General Regulation A2.2.1.3, licence holders fall under the ASN's regulatory process.
4. Accordingly, while no trackside judicial procedure could be instituted, ASN brings disciplinary proceedings against Y, under General Regulations:
 - i. C1.1.5 (driving in a manner incompatible with general safety and/or departing from the standard of a reasonably component driver.
 - and
 - ii. A10.1.14 failing to maintain the highest standards of driving behaviour.
5. Y denied being in breach of these regulations. He told the court this unfortunate incident was an accident caused by his throttle return spring failing.

6. The issue for us is therefore whether we are satisfied, to the appropriate standard, that this was a deliberate act, or may have been due to a mechanical failure over which Y had no control.
7. We have considered the video footage of the collision between the karts with care. In our judgment, Y did deliberately drive his kart into the back of Z's at speed. Our own judgement is therefore in accordance with those witnesses who describe Y's actions appearing to be deliberate. Y may well not have intended the consequences to be as severe as they were, but the dangers were obvious and Z did suffer significant, though fortunately not lasting, injury. Karting, as has been stressed many times, is not a contact sport.
8. We turn to the penalty to be imposed. We cannot ignore the fact that Y has a poor record relating to the manner of his driving. We feel that, in all the circumstances, a suspension of Y's licence for 90 days would be appropriate. As his licence has already been suspended for 30 days pending this hearing, we impose a suspension of 60 days from today's date.
9. We further order Y and his father to pay a contribution £500 to the costs of these proceedings.

Mark Heywood KC
27th February 2024

>>>>>

Sitting 27th February 2024

Case No. J2024/4

Mark Heywood KC, David Munro, Anthony Scott Andrews

Disciplinary Proceedings – Mr Danny Griffin

Jamie Champkin appeared on behalf of Motorsport UK.

Mr Griffin appeared virtually via Microsoft Teams.

Judgment

- On 11th February 2024, Mr Griffin, as a PG licence holder, was supporting his son as he competed in the Mini Max class at round 2 of the Interclub championship meeting at Kimbolton Circuit.
- Towards the end of the afternoon, as Mr Griffin and others were waiting for the stewards to deal with reports made to them, Mr Griffin became involved in an exchange of words with the father of another competitor, Mr Nikola Balac. That escalated, both in the tone of voice and Mr Griffin's overreaction to what he perceived to be a provocative gesture made towards him.
- Mr Griffin was abusive and pushed Mr Balac backwards, while holding him by his neck. Other adults were forced to intervene and separate the men.
- Mr Balac was left understandably shaken. His concern was not simply for himself, but was, rightly, for the others involved including young children who were left shaken, and fearful for their own safety.
- Before us, Mr Griffin has accepted his breach of regulations A10.1.3, A10.1.5 and C1.1.4 at the first opportunity and expressed his remorse and shame at his own behaviour. He offers an apology to those affected by his conduct.

- This Court considers all cases of physical aggression, particularly assault, very seriously. Had Mr Griffin not expressed such prompt remorse, we would have had no hesitation in removing his licence for considerably longer than the 30 days imposed by the stewards from the 11th of February 2024.
- The suspension of Mr Griffin's licence imposed by the Stewards runs to the 12th of March 2024 and shall continue unaffected.
- We further suspend Mr Griffin's licence to the 31st of December 2024, but only the period from today's date, 27th February 2024 to 27th April shall take effect immediately. From the 28th of April to the 31st of December the suspension of Mr Griffin's licence shall itself be suspended, and accordingly liable to be imposed in full in the event of any further breach.
- We further order Mr Griffin to pay a contribution £500 to the costs of these proceedings.

Mark Heywood KC
27th February 2024

**BRITISH
MOTORSPORT
TRUST**

PROVIDING SUPPORT AND ASSISTANCE TO PROJECTS THAT ENSURE A SAFER SPORT, ENABLING THE UK MOTORSPORT COMMUNITY TO UNDERTAKE THEIR TASKS SAFELY AND ENCOURAGING HIGH STANDARDS WITH THE SPORT'S VOLUNTEERS.

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

Our vision is to create a safer sport, empowering our people to perform at the highest level and providing them with the equipment and tools to succeed.

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

britishmotorsporttrust.org

SCAN TO MAKE
A DONATION



EST. 1977

Motorsport in your everyday road car



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

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

There are three principle StreetCar categories, offering 12 unique opportunities to participate:



Autotest



Trials and
Cross Country



Rally



Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

Teifi Valley Motor Club

One of four highly active clubs in North West Wales, Teifi Valley MC is helping to build the next generation of Rally stars with a well-structured route from grassroots Gymkhanas all the way to one of the UK's top closed road Stage Rallies

Wales has long been one of the UK's most recognised Rallying regions and with Elfyn Evans currently flying the flag in the World Rally Championship, there is little surprise that many of the nation's Clubs are thriving. With events over-subscribed and many youngsters keen to try out behind the wheel, things are busy at Teifi Valley.

The Club started out in 1959 and has built the perfect feeder system. It hosts regular Gymkhana Championship events through the year and its rookie-focused Rali Bro Preseli and more challenging Rali Cilwendeg both open the door to road Rallying. Finally, it co-organises the closed road Stage Rally, Rali Ceredigion, one of the regions premier events.

Club Secretary Olwen Davies says: "There are several clubs in the area, not very far apart, but we are all pretty strong, and it shows the level of interest in motorsport in this area of the country. We see a lot of people progress through the Club, from grassroots right up into national events."

The Club runs seven Gymkhanas – fun-focused motorsport events with less stringent regulations – in which anyone with a road-legal car can turn up and compete. The results combine into a Championship with multiple different categories to encourage all ages and skill levels to turn up regularly in the hunt for trophies.

"They are real family events, and we sometimes get multi-generations competing," says Davies. "They are usually run on a Sunday and involve tests of driving skills such as driving around cones, or parking in garages, with penalties for going the wrong way, hitting a cone, and so on.

"We encourage 14-year-olds drivers to compete, and we have classes for over-50s, ladies and juniors, plus an overall winner. They are very popular – the last event had around 40 entries – and they attract core people, newcomers and people who are planning to compete in a Targa with a new navigator and want some practice."

At the other end of the scale, the Rali Cilwendeg, a road rally that first ran a year after the Club's formation, is a popular round of the Welsh Championship, while Rally Bro Preseli, now in its 21st year, is a Clubman event that opens the doors to younger or less experienced competitors. The Club is also now looking at running a Targa Rally.

Drivers are clamouring for the chance to take part in both events – last year there were 134 entries for the 90 spaces on Rali Cilwendeg, while Rali Bro Preseli was also oversubscribed.

The Club runs its own 'championships' to encourage their members to compete in other Club events, pooling results and offering trophies at the end of each season. Davies explains: "Our members compete in lots of different events, so we run several different championships – Road Rally, Gymkhana, Targa, Forestry, Tarmac and Overseas – and for each one, we make a list of events and record how our members do in them.

"So, the highest finisher from the Club in any championship event will get 50 points, the next 45, and so on. They are not formal championships, but they try to recognise the events our members partake in and reward them for their achievements at the end of the year."

The Club's members have regularly enjoyed success outside of Wales, and last year Dyfrig James and co-driver Emyr Jones secured an impressive fourth position overall, and first in class, in the gruelling Roger Albert Clark Rally, while Geraint Davies and Eurig James finished 15th overall.

One of the challenges Rally-focused Clubs often face is in marshalling, particularly when it comes to manning the labour-intensive road rally events that Teifi Valley run. However, in Wales, there is no issue at all – because every competitor that enters must bring their own marshal to help out on the event.

"That has happened for years," says Davies. "It ensures we have plenty of people to help, and it is then just up to the Club to arrange where that marshal goes. We also have nucleus of people that marshal a lot, including several who are radio operators and run radios on different events – one of them did 24 events last year!

"Good teams make strong Clubs and events, and in our Club, although we all have specific jobs, nobody ever says, 'that's not my job', and everybody pitches in to do what needs to be done – for example, after a road Rally the organising team, including the Clerks of the Course, will all go out with black bin bags and clear the areas of litter.

>>>>>



Classic rally cars are popular with members



The Club supports the Welsh Air Ambulance with fundraising activities





Marshalling at Rali Ceredigion



Last year there were 134 entries for the 90 spaces on Rali Cilwenedeg

"We have also had some of the youngest Clerks of the Course. We have members who help them, but it is great that they are confident enough to choose to enter an organising role at such a young age. A lot of that is thanks to the help of Motorsport UK, the Welsh Championship, and the local Associations."

The Gymkhana events have become a way for the Club to encourage new people to join, and to also give younger members the opportunity to get their first taste of event management and build the next generation of skilled organisers that are so vital for Clubs to continue into the future.

"We often give youngsters the reins to do something new and just keep an eye on them," says Davies. "There used to be just one person doing the Gymkhanas every time, but now there is a group of four, so that allows one person to do the organisation for one event, then they can compete next time and somebody else will do the organising."



The club attends many local events with car displays its prominent Club stand

Despite the booming numbers, the Club still faces the typical challenge of how to attract new members from outside the motorsport spectrum. Most of the youngsters that enter the Gymkhana events, Davies says, are either related to club members or have a family member who has competed in some form of motorsport the past.

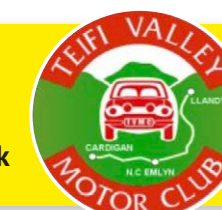
This year, however, the Club is hoping to change that, and is in discussions about setting up a new project to attract young people whose families are not currently involved in motorsports, developing a group of juniors, showing them how to prepare a car and encouraging them to participate.

Ultimately, the key to long-running success is getting the Club's name out there and Davies concludes: "One of our members used to work for the local newspaper, so she is good at writing reports and there are now two of them sharing the work. They find out what members are doing, put it up on social media and tell the local news."

"We are lucky to have local newspapers that cover things and that really helps to grow people's interest and support. We also go to the local agricultural shows three or four times a year to raise awareness of the Club, and to thank the local community, without which none of the local Clubs would be able to run events."

"Those events are great. We have cars and photographs for people to see, we have photo boards like those ones at the seaside with holes to put your head in, so people look like they are in a race suit next to a Rally car, and we also have pedal cars for the little ones – which I like to think is where the future stars start out – that is real grassroots!"

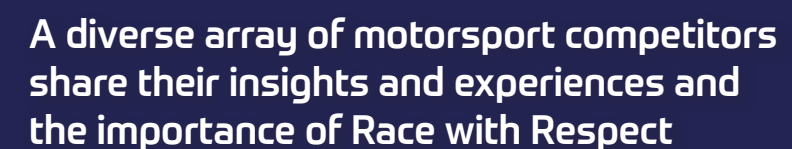
For further details on the Teifi Valley Motor Club, see www.teifivalleymotorclub.co.uk



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



bicesterheritage.co.uk



Single-make racing series

Ranging from high-performance open wheelers to competitive classics, *Revolution* picks six exciting options

1

Mini Racing – Mini 7s / Mini Challenge

There are several ways to go racing in Minis, making it an excellent option for drivers who want to progress, learn, and improve. These two options offer many different levels of competitiveness, suitable for anyone from a rookie to an expert.

The Mini7 Club has four classes. The Se7en S-Class involves standard cars running alongside higher performance 100bhp Se7ns, while the headline Miglia series has 1,275cc engines and runs with the Libres, which use lower cost modified A-Series engines.

In the MINI Challenge, the entry-level Coopers offer action-packed racing and will be part of the British Touring Car Championship weekends for three events this year. The top-tier JCW class claims to have cars closer to BTCC spec than any other in the UK, while JCW Sport sits midway between the two.

www.mini7.co.uk

www.minichallenge.co.uk



Mini 7 Racing Club



JEP



James Roberts

BMW Compact Cup

This popular championship promises competitive and cost-efficient tin-top racing for all levels. It also works well as a platform for drivers looking to build their experience and progress to other championships.

The cars are based on the BMW E36 318Ti Compact 3-door, with mandated key mechanical aspects such as ECUs,

tyres, suspension and roll cages. The technical and engine regulations are tightly monitored and policed to ensure a level playing field.

The series runs seven double-header race meets and attracts regular grids of more than 30 entrants.

brscc.co.uk/formulae/nankang-tyre-bmw-compact-cup/

3

Caterham Graduates Racing Club

One of the largest single-make Club Championships in the UK, this is a step above entry-level Caterham racing with classes split into Sigma 150 (310R and Sigmax) and Sigma 135 (270R, Roadsport, Modified Roadsport and Academy).

The organisers aim to provide fair, close and competitive racing in a social and friendly environment and many members have been involved for years. It has also schooled top-grade

alumni including British GT Champion Jon Barnes and BTCC driver Oli Jackson.

Around half of the grid run their own cars with others relying on some form of team support and test days are available before each event. 2024's venues include Brands Hatch, Castle Combe, Cadwell Park, Snetterton, Anglesey, Donington Park and Zandvoort.

www.cgrc.uk



Scott Mitchell Photography

4 Lackford Engineering MG Midget and Sprite Challenge

This classic car championship offers the only exclusively 'Spridget' races in the UK, with the aim of attracting new and experienced drivers who relish close racing and the challenge of a traditional, rear wheel drive sports car.

It is dedicated to competitive racing with a friendly and fun approach off track and typically consists of one or two-day meetings, with a 20-minute qualifying session and two 20-minute races.

The class structure reflects the different specifications of these Midget and Sprite cars over the years, from fully tuned race cars to road cars with limited modifications. New for 2024 is a class specifically for 'Adams & Page Swinging 60s' compliant cars.

www.classicsportscarclub.co.uk/midget-sprites



5 Formula Vee

This series, which has been running for more than 50 years, is one of the most cost-effective routes into single-seater racing. It involves Formula Ford style cars running standard 1300cc air-cooled VW Type 1, 2, and 3 engines, with wings and other aerodynamic aids prohibited.

The cars, which cars produce around 95bhp and achieve average lap speeds of 90-95mph, can be obtained from a variety of constructors, either as full cars or base chassis, self-designed or converted from the standard Formula Ford 'Kent' chassis.

The season typically comprises seven double-header race weekends, each of which includes one qualifying session and two 15-min races.

www.750mc.co.uk/formulae/formula-vee.htm



Jon Elsey

Go Racing – with the Motorsport UK Racing Starter Pack

Acquiring a Motorsport UK Go Racing pack is your first step in obtaining a Motorsport UK Racing Licence!

The sustainably packaged Go Racing pack from Motorsport UK, contains everything you need to get started in circuit racing educational films, a digital copy of the Motorsport UK Rules and Regulations Yearbook, and an explanatory booklet that explaining what you need to know to embark on securing your Motorsport UK Racing Licence and getting out on track.

Inside the pack is:

- A booklet introducing you to the world of racing and outlining the next steps to obtaining your first competition Licence
- Links and QR codes to your digital yearbook and educational films
- Your competition Licence application form
- An exclusive Race Driver keyring

Upon receiving your Go Racing pack, you will need to separately book your Novice Driver Training Course (ARDS test) practical advance driving skills session. There are 13 accredited member schools of the British Association of Racing Driver Schools (ARDS). When you have passed you will be able to apply to Motorsport UK for your Race Club licence.

The Starter Pack fee includes the cost of your first year's Motorsport UK racing licence. After receiving your competition licence and becoming a member of the governing body, you will also be able to take advantage of Motorsport UK's Member Benefit Scheme with exclusive discounts and offers from major retailers and automotive partners.



6 ROKiT British F4

This is *the* championship for young drivers with bold ambitions who want to transition from karting into single-seaters. The leading single-seater teams are all involved utilising the Tatuus T-421 chassis, equalised engines and Pirelli tyres. This is a great introduction to racing with slick tyres and wings.

The Championship's 30 races, held over ten rounds, are highly competitive, deliver exciting racing and sit on the high-profile support package of the British Touring

Car Championship, giving competitors and sponsors plenty of eyeballs on live free-to-air TV coverage.

Drivers from as young as 15-years of age can race on some of the most challenging and renowned circuits in the world – and as the championship is certified by the FIA, the overall winner is awarded 12 Super Licence points to aid their progression up the ranks.

www.fiaformula4.com



The March Meander Navigational Scatter

Friday 15th March, Broadbridge Heath, West Sussex

Cranleigh Motor Club's Navigational Scatters are a great way to get into 12 cars and road rallies. The advantage of Scatters is the map searching and plotting is done at the start before you move, so both driver and navigator can help work out the clues to the locations of the code boards. There are 16 plots and a bonus plot on OS map 198, you must visit up to 12 of the plots (worth different points) before returning to the start. Event mileage is about 70 miles and being a Streetcar event can be done in any car.

www.cranleighmotorclub.co.uk



Get Jerky Rally North Wales

16th March, Welshpool, Wales

The Fuchs Lubricants British Historic Rally Championship heads to the Get Jerky Rally North Wales for round two, offering world-famous forest tests such as Dyfi and Gartheiniog. Round-one Riponian winner George Lepley will aim to make it two in a row in his Mitsubishi Galant VR4, while round one top points scorer Matt Robinson will be up against some stiff competition in Wales.

Matthew Hirst and Declan Dear begin their defence of their Motorsport UK Pirelli Welsh Rally Championship – and attempt to win the title for a record-breaking fourth time – when they contest the opening round of the 2024 series, the Get Jerky Rally North Wales, in their Delta Salvage / Witham Motorsport Ford Fiesta R5. It will be a closely fought contest through Gartheiniog, Dyfi and Dyfnant forests – with the likes of Steve Hollis and Tim Currie, James Giddings and Aled Davies, Paul Walker and Geraint Thomas, Dan O'Brien, and Mark Glennerster, plus Colin Minton and Bonnie Papper, to name but a few, in hot pursuit.

www.rallynorthwales.co.uk



Russ O'way / 90right



Paul Mitchell Photography

Peter Blankstone Sporting Trial

17th March, Shelsley Walsh car park, Worcestershire, WR6 6RP

A round of the BTRDA Championship held on the high banks of the Shelsley Walsh Car Park next to the historic hill climb track. Gloriously muddy and many smiling faces as these tiny cars face impossible gradients and slippery surfaces. Entry forms and regulations are available at www.shelsleywalsh.com/invitations



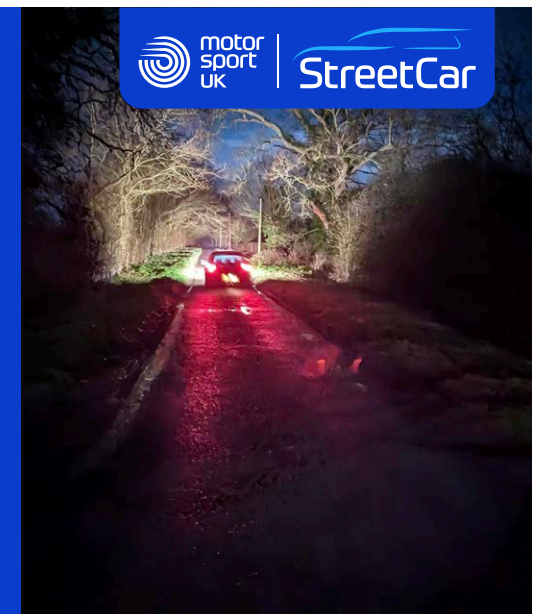
Rob MacDonald

Sporting Car Club of Norfolk 12-Car Navigational Event

22nd March, Carbrooke Village Hall, IP25 6SW

Open to all Sporting Car Club of Norfolk (SCCON) members and member clubs of the Anglia Motor Sport Club (AMSC) this 12-car event is approximately 50 miles long on O.S. Map 144 and is being held in memory of David Leckie, long serving member of SCCON. It's an ideal introduction to map reading for beginners who will receive a marked map. A driver and a navigator team will follow different forms of navigation to locate time controls and passage checks with three-letter code boards. The primary objective is to accurately follow the correct route. The maximum average speed is set to 30mph and crews have to follow a time schedule to arrive at each control. There are classes for Beginners, Novices, Intermediates and Experts. The finish is at the White Hart Pub, Rockland All Saints.

www.scccon.co.uk



Legend Fires North West Stages

22nd-23rd March, Garstang, Lancashire

Callum Black and Jack Morton will begin their defence of the Motorsport UK Protyre Asphalt Rally Championship when the 2024 series kicks off at the Legend Fires North West Stages. A record 148 registrations have been received for this year's premier sealed-surface series – including twice runner-up Neil Roskell, who will be partnered by the 2022 winning co-driver Dai Roberts. 2022 champion Steve Wood is also back, as too are Mark Kelly, John Stone, David Wright, James Ford and Wayne Sisson. And watch out for some close class battles – especially the spectacular Escort Mk2s of Darren Atkinson and Brad Cole.

A reinvigorated Probite British Rally Championship sees the best drivers in the country fighting it out for the prestigious title across six, action-packed rounds in 2024. John Morrison returns after a two-year sabbatical to contest the newly announced Open category crown. Elliot Payne is ready to mount a full assault on the series with his new-look Ford Fiesta Rally2. Four-time British Rally Champion Keith Cronin is back alongside co-driver, Mikie Galvin, plus 2019 FIA European Rally Champion Chris Ingram returns to the series he last contested in 2013. Finally, M-Sport brings an exciting line up consisting of Garry Pearson and Max McRae, both in the latest specification M-Sport Ford Fiesta Rally2.

www.northweststages.co.uk



Mark Sims



IEP

British Sprint Championship

23rd-24th March, Cadwell Park and Mallory Park

With a new series sponsor – Woodford Trailers, the British Sprint Championship has a busy opening weekend at Cadwell Park in Lincolnshire on Saturday 23rd March and moves to Mallory Park in Leicestershire the following day. A healthy registration and new competitors and more events in 2024 should lead to a competitive title fight over the next eight months.

www.britishsprint.org



British Endurance Championship

29th March, Donington Park

The 2024 British Endurance Championship kicks off on Friday – yes, Friday – March 29th at Donington Park, with some old favourites returning to challenge a raft of newcomers to the multi-class Championship, which features exotic supercars and GT3 machinery through to the new 2-litre Touring Car class, with competitiveness guaranteed by the unique Britcar Endurance Performance Indicator system.

www.british-endurance-championship.com



Paul Cherry

British Kart Championships – Rotax, Honda classes

29-31st March, Whilton Mill, Northamptonshire

UK Karting has a brand-new look in 2024, with a revitalised format for each of the classes. It all kicks off for Rotax and Honda in Northamptonshire on Easter weekend, with 180 Rotax drivers registered for this year's MicroMax UK, MiniMax 950, Junior and Senior Rotax categories. Both Championships begin with a battle for the 'O plate', ready for the opening round in April.

www.britishkartchampionships.org



British GT Championship

29th March – 1st April, Oulton Park, Cheshire

A capacity 36-car entry descends on Oulton Park this Easter Bank Holiday Weekend for the opening round of British GT's 32nd season. Reigning champions Darren Leung and Dan Harper might have moved on to pastures new but there's no end of talent among the 19-strong GT3 entry, which features the likes of Raffaele Marciello, Jonny Adam, and Jess Hawkins.

www.britishgt.com



British GT /GBRum Pudge / Santa Pod

The Festival of Power

29-31st March, Santa Pod Raceway, Bedfordshire

Bobby Wallace defends his 2023 British Drag Racing Championship when Santa Pod's official racing season begins at Easter. The Festival of Power combines national championship drag racing with an array of family entertainments. Jets, nitro Funny Cars and Top Fuel Dragsters join Wallace's Pro Mods as top on-track attractions, with stunt shows and even a circus performing off-track.

<https://santapod.co.uk/festival-of-power.php>



Easter Egg-stravaganza Slalom

7th April, Blandford Camp, Dorset

Round four of the Bournemouth & District Car Club slalom series will run on the tarmac of Blandford Camp in Dorset. This Production Car Autotest has 18 easy tests, and the all forwards, no reversing format remains popular attracting competitors from as far as Plymouth and Reading, and is open to all. Six tarmac and four grass slaloms are held annually.

<https://bdcc.org.uk>





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

British Historic Rally Championship



George Lepley took his Mitsubishi Galant VR4 to the first win of the 2024 Fuchs Lubricants British Historic Rally Championship (BHRC) last month with a win at the Riponian Stages Rally. Lepley and co-driver Dale Bowen used their four-wheel-drive machinery to great effect in the treacherous, rain-soaked conditions, to secure the second BHRC win of their career, finishing ahead of Matthew Robinson's Ford Escort MkII, who took maximum BHRC points in the process. Adrian Hetherington would round out the top three crews home in his Escort MkII, finally able to lock in a podium result after a run of bad luck last season.

Latest Championship Standings

1st	Matt Robinson	31 points
2nd	Adrian Hetherington	26 points
3rd	Ben Friend	23 points

McGrady Insurance NI Rally Championship



Jonny Greer and Niall Burns were fastest from start-to-finish at the opening round of the McGrady Insurance NI Rally Championship at Kirkistown Race Circuit – winning by 15.3 seconds in a Citroen C3 Rally2. Marty Toner debuted in a Proton S2500 and finished seventh overall, top of the open class. Emma McKinstry, top lady points scorer, rounded off the top ten. Colin Price won the two-wheel-drive rally with Billy Regan, their Toyota Starlet was 16.5 seconds clear.

Latest Championship Standings

1st	Jonathan Greer	30 points
2nd	Stuart Biggerstaff	28 points
3rd	Derek McGarrity	27 points

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Janus Ree / Red Bull Content Pool

The Parting Shot

Adrien Fourmaux and Alexandre Coria and their M-Sport Ford World Rally Puma battle the snow during the Swedish round of the 2024 World Rally Championship.

Here in the UK, M-Sport has offered the top-placed Ford finisher at the end of the 2024 Protyre Motorsport UK Asphalt Rally Championship a private test drive in a Ford Puma Hybrid Rally1. The test, in M-Sport's FIA World Rally Championship car, will take place at the M-Sport Evaluation Centre test track in Cumbria.

Additionally, if the top-placed Ford driver is driving a Fiesta Rally2, they will have the opportunity to bring their own car to M-Sport for the Rally2 support team to undertake a full systems check and shakedown, to ensure that the car is performing at its optimum and set up to the latest specifications.