


# Revolution

April 2024

The official magazine of  motorsport uk

## THE ART OF CO-DRIVING

What it takes to be the best



### INCLUSIVE ACTION

DRIVING  
DIVERSITY  
IN MOTORSPORT

### INSIDE HQ

BEHIND THE SCENES  
AT THE COMPETITION  
AUTHORISATION OFFICE

### MY TOP FIVE...

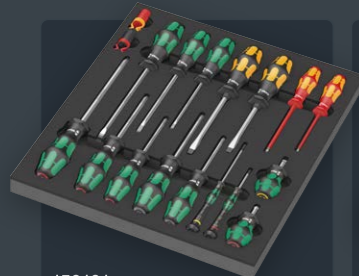
LESSONS LEARNED  
WITH GEMMA  
RAYMOND

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# TOOL REBEL ROLLER CABINET



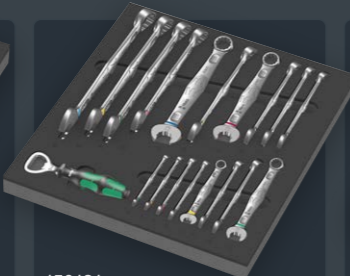
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PIECES  
INCLUDED

## CEO'S MESSAGE



According to the newspaper headlines this week, Britain has experienced 27 per cent more rain than usual in March, and 13 per cent less sunshine. The 18 months from October 2022 to the end of March this year has established itself as the wettest on record since the Met Office

began measuring these things back in 1836. Of course, in the UK we are familiar with inclement weather, particularly through the winter months, and consequently the motorsport community takes a bit of wind and rain in its stride, and in many ways takes pride in battling the elements and ensuring that the show must go on no matter what the weather. Historically events have been curtailed by the onset of snow and ice, and this does continue (such as the Malcolm Wilson Rally last year) however with global warming it seems that the greater threat to our events is now coming from flooding and water-logged ground. Just yesterday I received notice that Shelsley Walsh was having to modify the format of its event this coming weekend and would no longer be able

to accommodate any spectators or visitors, restricting those on site to the competitors, essential personnel, and the organising team. This because all the surrounding fields that are used for parking are now an unusable quagmire.

It does appear that we may be facing a new challenge to our event calendar, as the wet weather has impacted several events this spring, from rallies to trials and now hill climbs. Motorsport faces enough challenges to ensure the ongoing use of venues across the UK, and the last thing that organisers will want is that established venues, that have proven their worth time and time again, are simply unusable when they are subjected to weeks and weeks of torrential rainfall. When it comes to permanent venues there maybe the opportunity for reconfigurations and modifications to event layouts, but in large part temporary venues are not going to be modified in any substantive way. I therefore suspect we may see a migration of certain elements of the sport to later dates in the season such that they may avoid the worst of the wet weather. We will of course see how this all unfolds in the coming years, but it is better that we begin to consider the implications of these changing weather patterns now, and how we can modify our approach accordingly.



*The Probrite British Rally Championship makes a brilliant start*



**Patches of brilliance**

After starting off on a rather glum note, I can report there are bright rays of sunshine across the competition landscape, not least with the first round of the Prodrive British Rally Championship, which began with the Legend Fires North West Stages on the 22nd of March, based in Garstang, north of Preston. With over 60 crews registered for the British Rally Championship in 2024, we are seeing a resurgence in the popularity of the topflight of UK rallying, and all showcased by a new television package. Every round is being aired in a special 1-hour show on ITV at prime time and available thereafter on their video streaming platform ITVX. This has created a buzz around the championship that we've not seen for many years, and the excitement has indeed led to an outstanding field of competitors that are drawn back to compete on some of the best stages anywhere in the world – whether on asphalt or gravel – throughout 2024. The rain and wind did not relent, but the spectators turned out and thronged the service park to see ex-British, European and World Champions lining up to compete. At the heart of the excitement was the introduction of the new Toyota Yaris GR Rally2 car resplendent in retro Castro livery, providing a perfect marriage between the nostalgia of the Toyota Celica GT4s of the early 1990's mixed with the same silhouette as Kalle Rovanperä's championship Yaris GR Rally1. Although there were challenges with the morning stages there was still enough mileage to provide a

cracking event, and coming out on top was former European Rally Champion, Chris Ingram, returning to the UK with his American co-driver Alex Kihurani, in one of the Castrol Yaris GRs. Second was the bright young talent of William Creighton who has previously been British and FIA World Junior Rally Champion, and undoubtedly has a great future in front of him with guidance from M-Sport. Ingram's teammate Meirion Evans with Motorsport UK's Head of Rallying, our own Jonathan Jackson in the co-driving seat, completed the podium, and demonstrated how the championship has regained its deserved position on the European and even World stage of national rally championships.

The next round of the Prodrive British Rally Championship is this coming weekend, in the form of the Rallynut's Severn Valley Stages, and has seen an almost unprecedented level of entries with over 200 crews seeking one of the 120 places on the rally. Adding further stardust to the entry list is Jos Verstappen, ex-F1 driver and father to current Formula 1 World Champion Max, who has quite recently developed a serious focus on rallying, albeit until now on asphalt and in the Benelux countries. He has chosen the British Rally Championship, and the Severn Valley Stages, on the advice of his co-driver Renaud Jamoul, who recommended that the best stages he had competed in anywhere in the world were in the Welsh mountains. As the rally heads to the legendary Myherin, Sweet Lamb, and Hafren, I am sure that Jos will be

quickly convinced of the same view as his co-driver. I would love to be listening to the chat between Jos and his son as he recounts the challenges of being flat out in the Welsh mountains compared to eking out the last thousands of a second around a grand prix track that has been subjected to hundreds of thousands of hours of simulator assessments and precision analysis of every millimetre of the track. The spontaneity of driving a rally car at the limit, where the track beneath the car varies with every centimetre, is still proof that the greatest adaptable driving skill is to be found with top level rally drivers.

Of course, these come in many different eras and categories and one of the legends of classic rallying is Francis Tuthill, who famously won the London to Sydney Rally in 1993 with one of his own built Porsche 911s. Based in Wardington, just

outside Banbury, and down the road from my own childhood family home; my father Marcus would spend many hours over at Francis Tuthill's workshops exchanging stories and ideas of rallying, including my father's exploits as Competition Manager of Rootes Motors Group leading the team that won the 1968 London to Sydney Rally. Francis built up a very successful business and Tuthill became world leaders in the preparation of Porsche 911s for historic rally use. However, his son Richard has now transported the business on to an entirely different plateau and taking it into a dizzying array of competition and road cars, as well as creating events and experiences such as ice track driving in Sweden for a global audience of customers. I have known Richard since the mid-1990s and my days at Prodrive when Richard was heavily involved in so many aspects of the organisation there. Prodrive came very close to appointing Richard as an official Subaru factory driver for the US Rally team, reflecting our admiration for his driving skills and his crown as the Junior 1300 British Rally Champion.

So it was with real pleasure when I managed spend the morning as the guest of Richard and Francis, to view the latest development of their facilities. Still based on the same site since 1977, the transformation is remarkable, and they certainly have an environment that their global



*Hugh with Francis and Richard Tuthill in the new workshop*



**The BRC now has TV coverage from ITV Sport**



JEP



customers must appreciate. The great thing about Francis and Richard is the palpable excitement that they have in talking about everything to do with their business, their cars, their customers, and their events; they are simply having a lot of fun! What they are doing is to a really high standard, continually innovating and inventing new forms and formats of cars and competitions and experiences. Richard, along with James Turner and Patrick Peter, are the driving force behind the 2 Litre Porsche 911 Cup that has been an incredible success, with these beautiful lightweight cars providing spectacular close racing and a community of drivers from all over the world taking part in the championship. The Tuthill workshops were filled with 15 of these cars making a spectacular line up and a mouth-watering prospect of racing them at somewhere like Goodwood. The Tuthills still have room for light-hearted fun. Elsewhere in this issue you will see that David Richards took part in the Lands End Trial, and in the workshop when I visited was the Meyers Manx Beach Buggy that David had sourced from the States, and Francis was busy ensuring that it was correctly prepared to take part in the 24-hour event a couple of weeks later. Looking at the vehicle sitting there in the workshop, Richard and I both reflected on just how brave David was to contemplate such an event, driving through the night in a completely open vehicle, but I guess you don't get to become World Rally Champion without being up for a challenge!

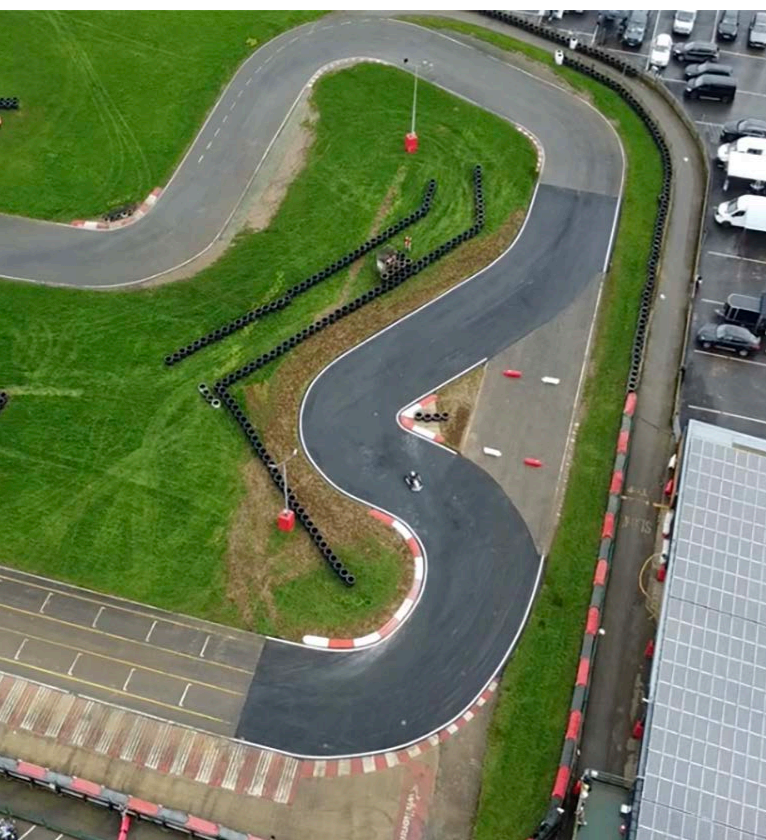
### A breath of fresh ideas

One other innovation for the month was the first meeting of the new Motorsport UK Young Officials Sub-Committee. There is further information about this on page 28, but I really wanted to express my thanks to all those young officials who have stepped up to be part of this new committee, and how incredibly impressive they were in that first meeting. Showing a level of knowledge and commitment that was admirable, they certainly give me every faith that we have a new cohort coming through that will ensure the long-term success of the sport in the years to come. But we do have to take heed from their feedback. As they were candid to point out, for motorsport to attract more of their kind, we need to ensure that Clubs and organising committees across the UK proactively seek out to mentor and encourage younger people to get involved in the sport, and to share their own lifelong excitement such that it might inspire the next generation. This committee was the idea of Sam Walker and Rachel Gascoigne of Motorsport UK. Most of you will know them, as they are also licensed officials, as a marshal and steward, and very much represent the young generation of our new committee. I am very proud that we now have so many young people at Motorsport UK bringing fresh ideas and excitement to the building, and I am sure will bring an array of innovation and ideas to the community and the sport and will successfully enable us to meet the challenges of the future.

My final note of the month is the new track configuration at Whilton Mill kart circuit. It is probably the busiest kart circuit in the UK, driven by a good location and year-round accessibility, but also due to the sweeping nature of the track. Motorsport UK has worked with the team from Whilton Mill and the global track specialists, Driven, to make some developments to the final corner. As we all know the key to passing in racing is that momentum for moves happen several corners earlier, and the goal was to improve the historical bottleneck and create an orderly exit from that final corner, such that racing improves through the sweeps of turns 1 and 2. As you can see from the aerial shot, the use of a tightening entry, with CIK curbs, has presented a new challenge, and one that adds a different feature to Whilton's existing strengths. I would like to thank all at the track for their cooperation in achieving this important change.

With Easter behind us and the season fully in swing, I wish everybody a very successful month of motorsport ahead. 🏁

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



The revised final corner layout at Whilton Mill

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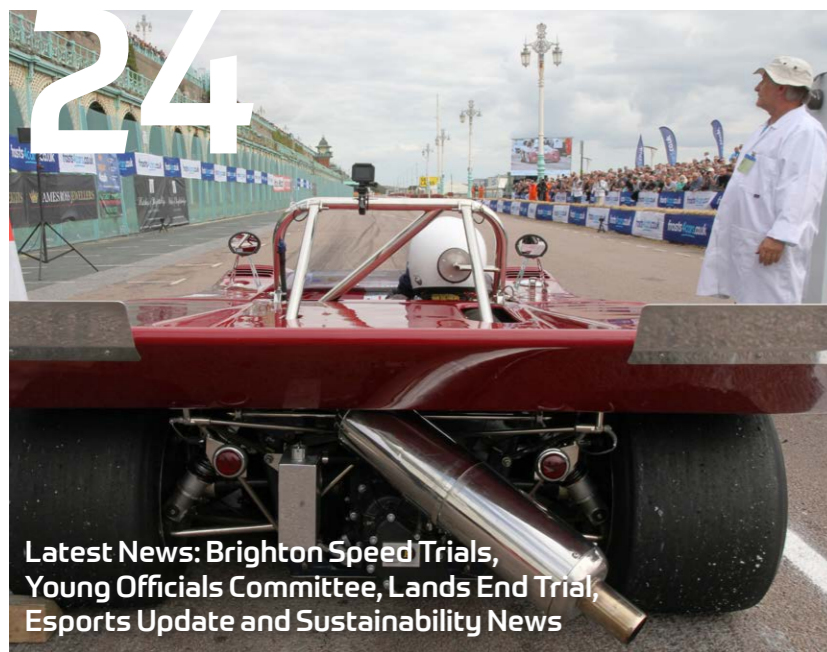
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Inside *Revolution* this month: Mastering the **Art of Co-Driving** with the assistance of the Motorsport UK Academy development programme. **Driving Diversity** introduces a selection in active groups which are promoting inclusivity across the motorsport community. **Inside HQ** puts the Competition Authorisations Office in the spotlight, while **Lessons Learned...** features Autocross regional champion Gemma Raymond. Finally, we **Get Started in... Trialling** – covering both Classic Sporting, and Production Car trials...



The Art of Co-driving



Latest News: Brighton Speed Trials, Young Officials Committee, Lands End Trial, Esports Update and Sustainability News



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Nicky Grist

Dr Brian Cameron

Cameron Fair

Emily Easton-Page

# Plight of the Navigator

The secret star of the Rally car, a good co-driver is worth their weight in gold. **Will Gray** learns how important the pace note reader can be and what it takes to succeed in that second seat

“Go. 50. Very long k right, tightens to crest. 120. Caution, small crest, 40. Very long bad left,” said co-driver Nicky Grist at the start of Special Stage 22 on the 1993 Network Q RAC Rally. “50. Crest 100. Crest 50, fast right, tightens, and very long fast left, opens and tightens, and long fast right. Keep left over 50 to turn hairpin right. Tight. 150. Long k right.”

It may read like gobbledygook, but those words were Grist’s precise pace notes for the first minute of a frenetic drive on the icy gravel roads of the Kershope stage in Kielder Forest.

They, and the other hundreds of minutes he read, helped guide him and his driver, Juha Kankkunen, to victory, just as similar words guide drivers on Rally stages to this day.

The co-driver can often be the difference between success and failure on a Stage Rally, and Grist is one of the legends, having won rallies and titles with superstar drivers including Kankkunen and Colin McRae. Asked to explain its importance, he quips: “It is far more complex than just somebody sitting there as ballast in a Rally car!”



A co-driver must be meticulous in their organisation and execution

Expanding on his tongue-in-cheek comment, he adds: “The driver presses the pedals and turns the steering wheel, but the co-driver reading the detailed pace notes actually controls the speed and is also there to follow the time schedule correctly and avoid any penalties. The co-driver has a huge input in the overall result.”

Just watching the onboard footage of that dramatic snow-covered stage on YouTube shows precisely how intense the co-driver’s job is. Kankkunen is sawing at the wheel as the car dances down the road, clattering over bumps and slithering sideways around corners while, all the time, Grist calmly reads out the notes as if it was a bedtime story to a child – almost oblivious to the rapid progress being made through unforgiving scenery.

Fast-forward 30 years and that juxtaposition of high adrenaline and intense focus is exactly what keeps Cameron Fair, a Team UK co-driver from Scotland, coming back for more. “Going through a forest and hearing the stones hitting underneath the car,” he says. “That noise, teamed with the smell of oil and brakes and fuel, and the speed, it gets me every time.”

## A multi-faceted role

Sometimes co-drivers are viewed as just hired hands – called in to do a job when required and simply reading the directions from a notebook. At Club level, some elements of that may be true, as most Clubman events involve pre-written route notes and co-drivers are often in short supply.

In reality, the co-driver job is an extremely specialist one and as the stakes get higher, the demands get greater. Dr Brian Cameron, an expert in motorsport training with a PhD in Talent Development and Elite Performance in Motorsport, has helped more than a dozen World Championship winning drivers, co-drivers and teams. As co-founder of Elite Sports Performance, he works alongside former World Champion co-driver Robert Reid and says key to the role is working as a team.

“There are a huge range of psychological challenges involved,” he explains. “The way drivers and co-drivers practice, the way they talk about stages, the way they visualise them and the way they prepare for them, you need a strong relationship for that amount of intensity of working time together. It is all about doing things with a real purpose and you cannot look at the stage times until you have the processes right.”

The core to it all is reading the pace notes. Unlike basic route notes, which provide a simple description of the road as it presents itself, pace notes not only provide a corner-by-corner description of the route but also include dynamic details that help guide the driver at the pace they believe they can drive the route.

These notes, for those who are not familiar with them, consist of reams of pages that look a bit like hieroglyphics. Each note combines a mix of symbols, squiggles and code that must be read out by the co-driver in time, all while the car in which they are sitting is flying along some unfathomable stretches of road at incredible speed!

This, of course, is second nature to those who are good at it, and Grist explains: "The road ahead, the severity of the corner, the direction, the length, the braking points, what's over the crest – you have to read all that out in a cool, calm manner and deliver it to the driver at the right time to enable him to adjust his speed and line accordingly. It is a real skill."

The driver, meanwhile, is somehow able to tune into this reel of information, process it at speed and turn it into action. If the information arrives too early, the driver may fail to visualise what is coming correctly, misjudge their speed and

potentially slow them down; too late, and the driver has no time to correctly judge their speed and line and may crash. Ultimately, it is these pace notes, their delivery and the driver's interpretation and judgement of them that creates the end result: pace and performance.

"If you didn't have pace notes, you would be so slow," says Fair. "If a driver gets a slow time in the WRC, the most common thing they say is that the notes were not right. For example, that could be they were read too cautiously or it could be one corner was far too fast and that spooked them for the rest of the stage. That is just the way it goes."

Any 'normal' person might find this overwhelming, but no Rally driver could do without it. Grist's memories of his late team-mate McRae attest to this and he adds: "When Colin did an ASCAR race once, with a spotter telling him where the other cars were, he told the guy 'listen, I want you to talk to me more' because he was just not used to the silence!"

Life inside the cockpit of a Rally car is also a test of endurance. Even a single day Clubman event on bumpy gravel stages can take it out of your body, so another part of the co-driver challenge is ensuring you can keep a cool head and cope with all the physical stresses involved.



The co-driver manages the rally – from Time Controls and completing the road sections

JEP



Nicky Grist alongside Juha Kankkunen on the 1992 Network Q RAC Rally

Newspress

### Building a partnership

The combination of a fast and committed driver with a focused and organised co-driver is what creates a winning team. The best pairings are often ones with personalities that are like chalk and cheese – such is the nature of the two very different jobs – but at the relationship's core is a deep understanding of how, when and where each performs best.

"All the different inputs involved to make the team successful – such as discussions with the team managers, talking with the engineers, dealing with things that happen during a recce – are all situations in which individuals will behave differently," explains Dr Cameron. "Understanding how you and your driver will behave in different situations and adapting your own behaviours accordingly is what makes an effective team."

"When we work with a driver and co-driver team, we look at the different behavioural preferences and see how they relate to the different motorsport processes. Deciding who does what is not just about who has the skill and should do the role, but who has the preference of doing it, as that person will usually do a better job. That can really help a team gel."

That level of connection, says Grist, is "worth a lot" when working as a team as it helps a good co-driver know "when to boost a driver when they are down or calm them when they are overexcited." It is something that Max Smart – an FIA Rally Stars winner and one of two drivers competing with Fair this season – knows very well.

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

“I actually come from a motocross background, where you are the only one on the machine,” he explains. “Rallying has so much more of a team element, and it really is the best feeling when you and your co-driver are on a stage, you are flying, doing a really good time, and you both want to do well as much as each other.”

“We are very different characters, Cam [Fair] and I, and I think that is good. Cam is so focused and precise but I can hear the passion in his voice when he says the notes. He is putting as much as he can into it and I am putting as much as I can into it, both for one goal. And there is no other feeling in the world like that.”

For a co-driver, sitting alongside a different driver can have a huge effect. That is what Fair will have to do this season, reading the notes for Smart in WRC3 while also sitting alongside Max McRae, the son of former WRC driver Alister and nephew of 1995 champion Colin, as the third-generation Scot challenges for the European Junior Championship.

“It is Max Attack this year, and I am loving the preparation,” smiles Fair. “It will be interesting, because having a different driver does create quite a big effect on the way you co-drive. I sat with John Armstrong last year and he had all his

distances, like ‘long’ and ‘short’ before the corner, but then I jumped in with Max McRae and he has all his distances after the corner.

“It is the co-driver who has to adjust and until you get really into it, your brain is thinking one thing and you have to read another. I also sat with (former Scottish Champion) Jock Armstrong, and if you said ‘do not cut’ to him, it just meant ‘not as much as normal’ so we would have a few ambitious lines! Sometimes it worked, sometimes it didn’t, but that is just the way he was!”

Easton-Page, who this year will be supported by the 2300 Club after winning their John Easson Award, is now competing in the BTRDA Gold Star Rally 2 alongside 23-year-old rookie driver Liam Clark. This is the first time she will be the senior partner in the car, and she adds: “It is something I have not done before, so it will be a new challenge.

“I am now the team manager in the car, so I have to keep an eye on pace and it can be quite difficult knowing when to rein your driver back and when to push them on. It is a fine line, and it is a question of how much is too much? You have to find the right balance between pace and consistency and that develops over time.”



Emily Easton-Page on the Ypres rally with driver Mike East. The pair finished first in class

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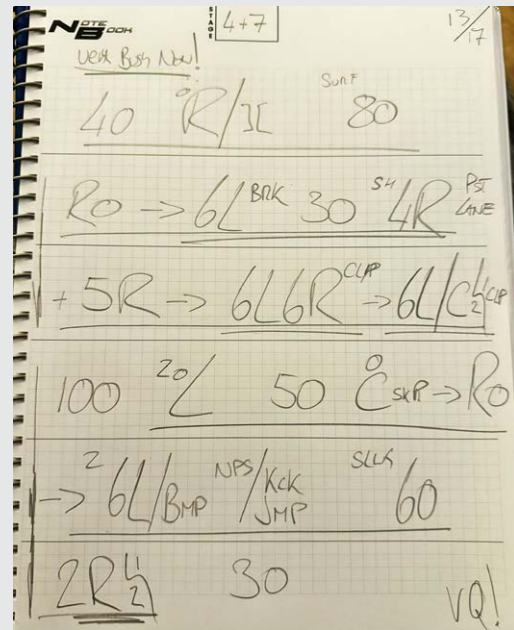
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## Deciphering the notes

Pace notes are bespoke to most top-level co-drivers, and each will have their own 'style' of notation and delivery. Cameron Fair has annotated his for *Revolution*, and you can hear them in action [HERE](#).



40. Flat right over bridge. Surface. 80

Right 0 into 6 left brake. 30. Short 4 right past lane.

And 5 right into 6 left/6 right, clipped, into 6 left over crest, half clip

100. Late flat left. 50. Flat crest, skip, into right 0

Into late 6 left over bump. Nips over kick hump. Sling 60

to right half long. 30.



## The art of the pace note

The art of reading pace notes is nothing when compared to the challenge of writing them, and once a co-driver has risen beyond Club level events that is another demanding element added into the mix. It requires a fast mind and a fast hand, as well as some amazingly complex code to get the job done.

"Pace notes are pretty much indecipherable from co-driver to co-driver," explains Fair. "When I started to write my own notes, I spoke to a lot of people and asked them to send me their pace note glossary for what symbols they use then I scanned through them and highlighted the ones I liked and put my own system together.

"I mainly use symbols so, for example, I use a little up arrow without a line for 'sharp'; for late, I use a Z; for a specific line through a corner, I use something that looks like the cancer support symbol; cautions are an exclamation mark; and if I don't have a symbol for it, I just take the vowels out of the word, so slow, is SLW.

"I also underline specific notes to prompt me, with one line if it needs to come out all at the same time and two if it needs to come out early because it is maybe a very fast into a slow corner. In the left-hand column, I grade the speed in lines and I put notes in such as 'very busy now' or 'technical section' or 'rough now' to give extra detail."

Over the years, Fair has become a master. Like most of fellow co-drivers, he has devised his own set of scrawls and symbols and his own style of document that means something to him but would appear pretty baffling to anyone else. There is no 'standard' format for a set of pace notes, but there is a relatively standard way of putting them together.

"Each page normally covers 800m to 1.1km of the stage, so 14 pages or so for a 10km stage is quite normal," explains Fair. "We have two recces and I write the notes on the first pass. Most of the time we are speed-limited to 60-80kmph, and I just have to write really quickly, but clearly enough to be able to read it through on the second pass.

"We don't really have time to rewrite the notes before the Rally, so I have to make them as neat as I can. To do that, I have a foam board on my knees, which takes a bit of the vibration out, and I use a big 2mm pencil and a foam grip so nothing slips. They are never perfect, and there are some bits I have to rewrite where it was bumpy, but you just do what you can."

The notes are so precious that Fair will even scan every page he has written and save them in his Google drive, so that if the worst case occurs and they are damaged or lost, he can read them off his iPad. But it is not just about what is in each page, it is also about how they are read – and for that, practice makes perfect.

Once the recces are complete, Easton-Page, like many co-drivers, will watch back onboard videos of them, run at 1.5x or 2x speed, and read the notes aloud to make sure they scan. Easton-Page adds: "I read as if I am on the stage, with the emphasis and the tone and I speed it up to try to simulate how fast we will be going. I can then see where the quick bits are underline bits that come up quickly and bits where I have a second or two to breathe.

"The style of notes will be different, depending on the driver. Some drivers might be more aggressive, and you have to work in reigning them back, so you might include a 'slow' or a 'stop' or a 'watch' comment if something is really nasty... and the words that I write prompt the tone that I use.

"My tone, and the emphasis I put on things, can actually change quite a lot. I sometimes triple underline a symbol – so I know I need to put emphasis on it, but a lot of it is impromptu, reading your driver, knowing how they are doing, how you are doing as a team, how the car is handling, whether they are pushing a bit much, or whether they need to put their foot down.

"It is very much about adapting and giving encouragement, that is the main thing. Usually, if something does not quite go to plan, we get away with things, so then I will throw out a 'well held' or a 'keep going' or a 'keep it tidy.' You just manage to get it out in between notes, it is very natural, quick fire, quite responsive."

This year, having total understanding of the pace notes has never been more important for Easton-Page – because in the Rally 2 car, she cannot even see the road ahead. "The way the car handles, it is best for the co-driver to be as low down in the car as possible, so they stopped making the brackets high enough for the seat and you are forced to sit on the floor.

"I just have to get on with it. I have to learn how the car feels and how it handles around the corners to know where I am in the notes. It is called 'co-driving by your bum' and it is all

**Cameron Fair and driver Jon Armstrong on their way to winning the European Rally Championship in 2023**



about the feel you have in your backside! The only time I can see is when we are severely heavily breaking for a corner and by that point if I have not called the notes, it is too late!"

## Preparing to succeed

The whole Rally process requires an extremely high level of dedication to preparation and, ultimately, a good co-driver must be very well organised. Paying attention to every little detail is the number one rule that Grist imparts when educating the young Academy co-drivers, and that means a huge amount of thought processing is required.

"A good co-driver needs to do the very best job for the driver, and for the team, and that involves looking at the route and the stages and pre-empting things – for example, knowing a particular stage has been historically tough on tyres so there is a higher likelihood of a tyre change – and feeding all that information to the driver and the team.

"That often requires a lot of research, but the sport has evolved a fair bit, and co-drivers can now dig out previous onboard footage and compare their notes against other drivers, to see how quickly they have taken a corner, what line they took. It is about going into those finer details because a few seconds here and there will get that victory."

For Easton-Page, a key part of preparation is creating schedules. "I always produce one for the team and for myself," she says. "A lot of drivers do not necessarily read the schedule, so to make sure they do I usually put a little test in there – so I will deliberately miss something out or change something to see if they notice!"

Fair turns to Google again for his pre-event preparations, using the Maps App to plot and save every road section route so he can simply select it and get the driver to follow it while he works on his pace notes for the stage ahead. He also syncs the timetable and event plan to his calendar, so he has everything to hand.

>>>>>

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Emily Easton-Page navigates William Mains through the tight streets on Rali Ceredigion in 2022

"You have to make sure you have all the boxes ticked before you even get to the event," he says. "Once you get to the event, there is no relax time. As soon as we finish one stage, I hand the time card in and straight away we are flying off to the next stage. While I am trying to take my helmet off, my driver is already asking me where to go!

"I used to be very nervous about the road sections – if you get lost in the road section, you are at fault straight away; you are tight for time; and you need to quickly figure out where to go. In the Academy, we worked on roadbooks and that sorted me out, as with preparation you know how long the section should take and how much time you have spare.

"Once we finish the day, I usually get 10-15 minutes for a shower and watch some rubbish on Instagram for ten minutes, just to decompress. After that, I do more video work

for the next day. I always want to be productive in dead time, so if we have some time before a team dinner, for example, I pack my bags for the morning or look at onboards."

Sometimes, things do not always go to plan, and in 2018, Fair misread a change in timings that ultimately cost his team a podium. He remembers that to this day and he adds: "Every document, every regulation, is double checked, weeks out from the rally. Anything I am not sure on, I ask. I have a lot of experienced friends, so I always ask questions."

### Getting started

There are several different routes into co-driving, but one of the most popular – and most cost-effective – is through competing in Club level road Rallying. These 30mph-limited navigational challenges require meticulous planning and precise map reading, making them the perfect preparation for life in the co-driver seat.

This is exactly how Grist started his career and he explains: "It really helped me prepare for co-driving because it is much easier to read pace notes you have written down and checked than to have to look at a map, decipher what it is there and then, read it at the right time and then move on to the next bit.

Having been invited to watch a Rally by a friend, he became hooked and joined a local motor Club. He did a few club stage Rallies and eventually got picked up by GM Dealer Sport, joined Dave Metcalfe in the British Rally Championship, went on to partner Malcolm Wilson and it kept on building from there.



### First Steps in Co-driving

Check out Motorsport UK TV's Guide to Road Rallying

“There is no better way to get involved than joining a local motor Club and talking to like-minded people, because then opportunities come along,” he recalls. “Motorsport UK offers a great range of licenses to allow you to compete at a cost-effective level and before you know it, you could be doing Stage Rallies and eventually flying all over the world doing it, like I did!”

As a new co-driver it is mostly a case of grabbing the one-off openings when you can. However, as you progress up the ladder, finding the right person to sit alongside becomes increasingly important.

“At an early level, you are just reading literally what is in front of you,” Fair explains. “That is actually a great way to learn because you go from driver to driver with different techniques. Different people like different things and I document all of that, so I have an Excel document of the 130-or-so Rallies I have done, with different points that are worth remembering.”

Progress up the ladder is something that does not just come to those who wait, but, Grist says, a co-driver that is well prepared and gets the basics right will always rise to the

top and then the opportunities will come. “Once you get to a certain level, the phone will always ring,” he says. “But to get to that level, you have to work at it.

“You have to make yourself available to do the Rallies that somebody of a higher echelon would not do, just to gain the experience, and you have to make sure people know. It is all about experience, especially at the sharp end of the sport, but you have to make your own opportunities and that is about doing things differently and better than the next person.”

“Every step I took through my career was with a better driver, and a better driver is a faster driver. It just became a gradual step and although the speeds increased dramatically, the ability of the driver just soaked it all up so it did not seem to be any more dramatic than somebody going half the speed with half the ability!

“Equally, a driver can jump up a few levels when they have an experienced co-driver who is one step ahead of them. And if somebody just jumped into a top flight Rally car expecting to do a job with no experience, without a competent co-driver they would be absolutely blown away, totally phased by it, and they probably would not be able to handle it.”

>>>>>

Cameron Fair and driver Sam Bilham prepare to tackle the 2018 Wales Rally GB



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### Growing a team

That is exactly what Fair has been doing over the last year with Smart, having been brought in by Elite Sports Performance because of his own experience from the Motorsport UK Academy. It has been a 'back to basics' for the experienced Scot, and the whole experience has helped Fair recognise just how complex the job of a co-driver can be.

"It has been very good for me because I have had to simplify everything down," he explains. "We had to develop a new system that works for Max, so we took words and phrases from hundreds of different co-drivers, picked things he liked and made his own language. He has been fast-tracked through the system and we are still working on it..."

"Every rally we add new things and focus on different parts, increasing complexity. We are not throwing an extra three things into every corner; it is more about adding precision. For example, you could say 'four right tightens' but where does it tighten? Does it tighten to a three? Does it tighten early or late? Adding just one word can make a big change."

Keeping it simple has allowed Smart to accelerate his development. The Elite Sports Performance team created a detailed programme to build a set of processes, and Fair brought the experience of structured learning from the Academy, to help convert those processes into performance on the Rally stage.

"The process of rebuilding the pace notes is a perspective you would not consider had you not gone through a learning process yourself," says Dr Cameron. "What these two are

doing is building their game. It shows how, if you have been part of the Motorsport UK Talent development pathways, you have learned how to learn, and this means that you can be of enormous value to a driver.

"Max is on a fast-track development programme but the skill sets for driving and car control were largely not there, so they had to be built up. With Cameron Fair as a co-driver, we had someone who understood you need a deeper understanding of the skill. He is the person in the car who is reinforcing the technical learning.

"Last year we took Max from someone who was six-seconds-per-Kilometre off a top WRC3 car, and by the time he got to the end of the year he was within a second-per-Kilometre. Having continued the programme through the winter, when they went to Sweden at the start of the year, we saw stages where they were the second fastest JWRC."

Smart had suffered from cognitive overload in the early stages of his development, so did the process help him as a driver? "Absolutely. 100 per cent. When you are new, you are thinking of so many things, if your notes are way too complicated your head can be spinning, trying to break it all down instead of actually driving and using your eyes.

"Cam has been really good in knowing I have lots to learn, being really open to give me tips and suggest for me to try this and that. After a stage, he always has something to say like 'we could have done a little bit more of this or that' and the amount he brings to the table as a co-driver is more than you would ever think."

### Finding the way

In the modern world, pressures are increasing but, in many ways, opportunities are growing. Social Media casts its eye over everything we do, but it also opens routes of communication, connecting co-drivers with drivers. Likewise, with the influx of onboard recordings, the footage available on YouTube gives nowhere to hide, but also offers plenty of help.

There is even onboard footage online of Grist calling for Kankkunen as the pair headed for victory in the Network Q Rally in 1993 – worth checking out, to see a master at work. That was Grist's first home World Championship win, but the multiple Champion believes there are different criteria for success these days.

"Handling yourself on a social level in the correct way is now more important than ever," he explains. "It is very easy to be caught out saying the wrong thing and end up paying the price because of it. I think that now, more than ever, to get on at the higher echelons of the sport, your face has to fit. It is not just necessarily good enough to be a good co-driver.

"You need to have a good relationship with the driver, have a level of fun and enjoyment along the way, but be extremely professional. And the detail, preparing for the worst and hoping for the best, if you do that well, you can pre-empt any mistake or issue in your pre-event preparation and have it covered."

### Join the Academy

Team UK Futures Co-Drivers – This one-year bespoke programme aims to support talented Co-Drivers aged 18-28-years-old, who have the potential to reach an elite level of rallying. Alongside providing technical development sessions in writing Pacenotes, practicing recce, and creating services schedules, it also looks at areas around the role to develop such as media skills, fitness, and sport psychology.

In 2023, the Team UK Futures Co-Drivers programme began working in partnership with World Rally Championship team M-Sport, to further enhance their skills. The partnership will aim to support the next generation of world-class Co-Drivers, giving opportunities to provide relevant industry insight and experiences, leading to dual-career pathways.

motorsport UK  
ACADEMY



Co-driving, says Easton-Page, is "very much about rhythm and flow and pace" but it is also about you, your team, and all those around you. "The sportsmanship and the comradery we have in Rallying means that you make a lot of really good friends. Some of my closest mates are from Rallying, and that is a really important part of it.

"As a team, you put a lot of trust in each other. Co-drivers may not physically be controlling the car, but what we say has a direct impact on what the driver does. Liam and I have this running joke of who is the boss. He likes to think it's him, but the other day we were in a room full of co-drivers and they all said the nav is boss! He is coming to terms with that!"

Fair almost stopped co-driving last year, when his second child was born and his Mull-based fish and chip business required more of his attention. However, a phone call just a couple of weeks after the tragic death of Craig Breen was enough to change his mind and has catapulted him from enthusiastic amateur to paid professional.

"I realised you cannot take things for granted," he recalls. "If something is in front of you, you have to take it. So, first of all it was just one round, the Rally Canarias International with M-Sport, so I said 'let's do it!' We won that, went to Poland and won, then went to Latvia and won, and it just kept snowballing. The next Rally, in Rome, we won the Championship."

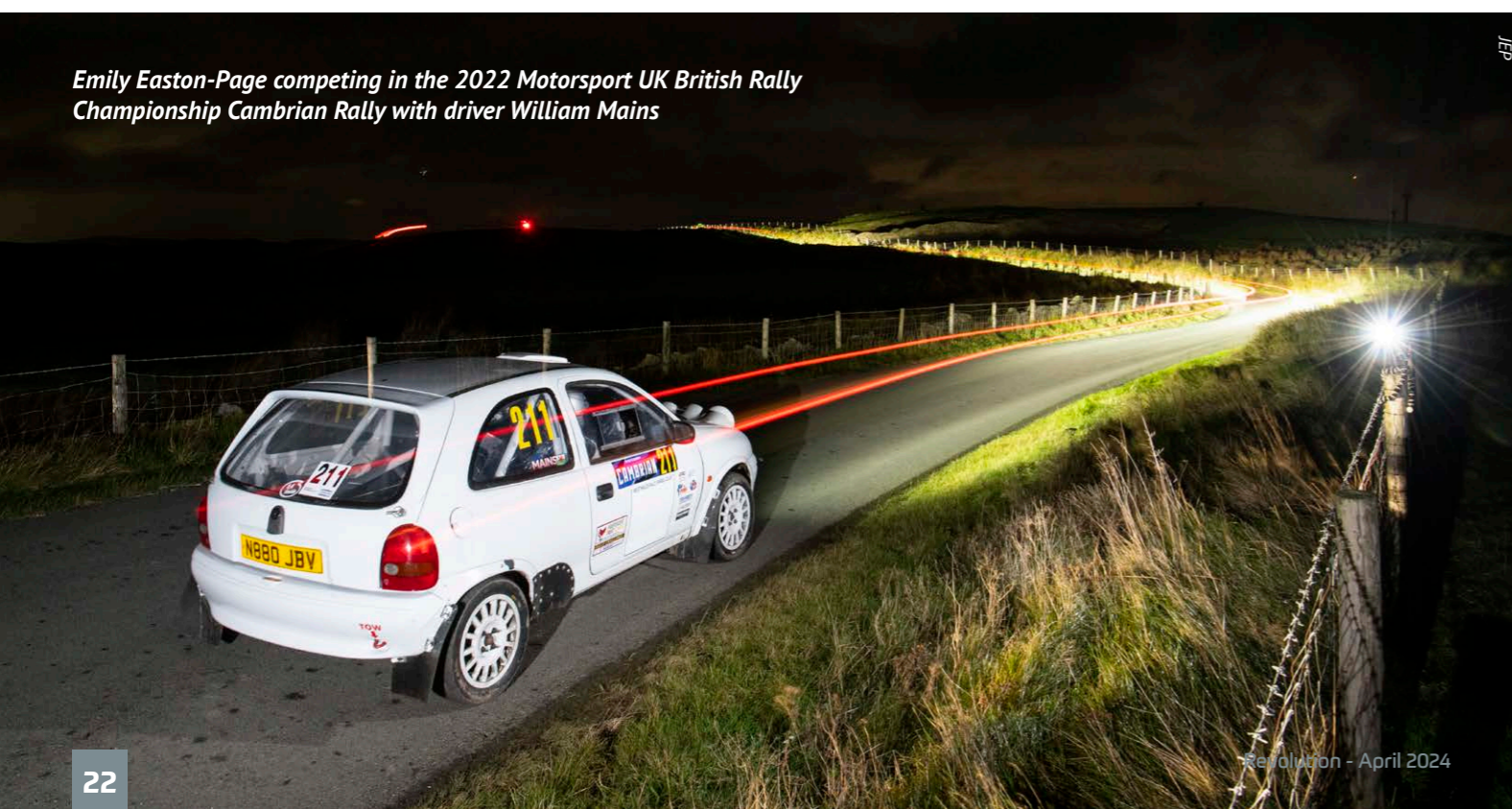
Despite a major accident in the Czech Republic which involved "a few nights in hospital" Fair decided to continue this season with the two Max's. "I always say as soon as I stop enjoying it, I will not do it, because for the risk you are taking and the commitment levels and the time you put into things, if you are not enjoying it, why are you there?"

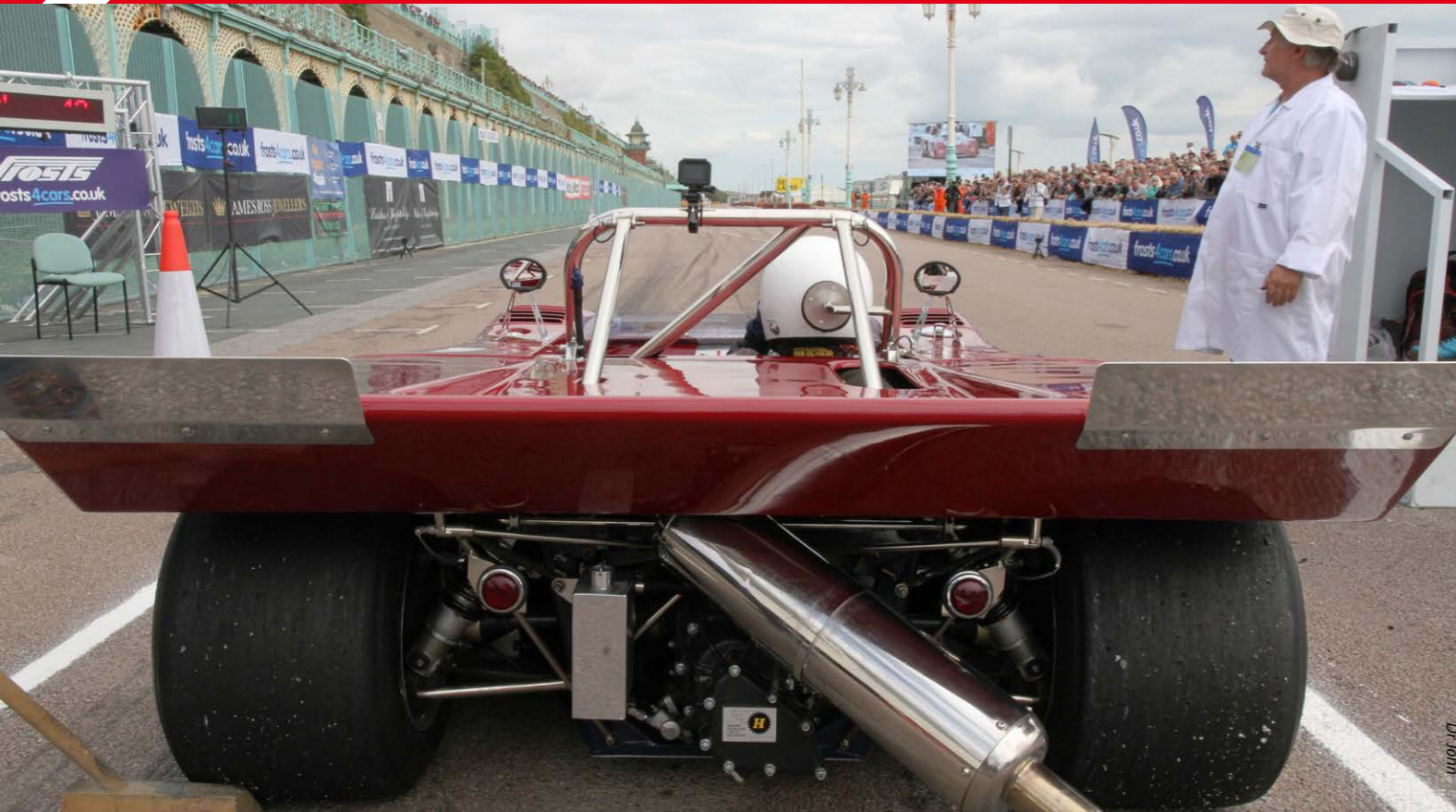
When it all comes together, he says, there is nothing like it, adding: "Making pace notes, spending hours altering them to the finest detail, then calling them out at the precise time to make sense to the driver is a real challenge and when everything clicks, it is an almost out-of-body experience."

Grist concurs, adding: "We co-drivers are a special breed. A lot of drivers will say they could never co-drive in a Rally car. They hate not being in control, which I can understand, but the higher up the ladder you go, the better everything becomes, the more in control you are, the more in control the driver is, and it is all, just, fine, really.

"I think, like anything in life, you only get out of it what you put into it. The really good co-drivers are few and far between, they are hard to find. To be a good one, you have to immerse yourself in the sport, and if you do that, there is a good possibility that you will go on to bigger and better things." 🌀

Emily Easton-Page competing in the 2022 Motorsport UK British Rally Championship Cambrian Rally with driver William Mains





# Speed by the sea

UK Motorsport venues continue to face challenges, as one of oldest succumbs to the ravages of time

In January Brighton and Hove Motor Club announced that the Brighton National Speed Trials would not be held on Madeira Drive this year. Having first been run in 1905, many prominent drivers have competed including Sir Stirling Moss, Sir Malcolm Cambell, John Cobb, Mike Hawthorn, and Ken Tyrrell. The Speed Trials were also known to draw huge crowds to the Brighton seafront to enjoy the spectacle.

For some competitors, this would be their only event, taking their cherished road or collectors' car out for its annual run. For others, the Speed Trials were a focal part of the motoring year, and they made the trip to Brighton with high-powered or exotic vehicles which roared along the seafront to the enjoyment of the crowds watching from the paddock or up above on the terraces. The mixture of machinery and owners drew both young and old motorsport fans, and the intimacy of the event, with paddock access and the chance to chat with the drivers and take photos, brought everyone together.

The announcement sent a ripple of heartbreak through the motorsport community, but the 'venue' was simply not viable anymore. New road layouts, crumbling infrastructure and the rising costs of safety measures has meant the organising club must focus its efforts elsewhere.

## History in the making

The concept of a speed event in Brighton was originally suggested in 1902, however it took until 1905 for Sir Harry Preston, a local resident, to persuade the Town Corporation to lay a motor racing track, and one which used a new technology of the day called 'Tarmac' as its road surface. This was the first track of its kind. The Town Council collaborated with Automobile Club of Great Britain and Ireland (now the Royal Automobile Club) to organise 'Brighton Motor Week' in July 1905.



The Victorian iron work before the elements took their toll



The first event on 19th July ran westwards, from Black Rock to the Aquarium, which is the opposite direction to the more recent runnings. It attracted over 400 entries, and they were allowed to carry passengers if desired. Three world records were broken during this first event, and on the closing 'ladies day', the top British lady driver was Dorothy Levitt in an 80hp Napier.

In 1923, Brighton and Hove Motor Cycle and Light Car Club took the helm and this time the action ran eastwards, with a measured half mile from a standing start. Competitors ran in pairs, and each recorded an individual time. Around 300 competitors took part, watched by 10,000 spectators. In 1925 a ban on racing on the public highway is thought to have curtailed the activities, but in 1932 the Brighton and Hove Motor Club obtained permission to use the privately-owned (and therefore exempt) Madeira Drive and relocated the Speed Trials back to Brighton from Brooklands.

The 1932 meeting drew a huge crowd estimated at 100,000 people. The highlight of the racing was the battle between Sir Malcolm Cambell in a supercharged Sunbeam Tiger, and John Cobb in huge Delage. Imagine seeing both these Seagrave Trophy winners going head-to-head... on the day, Cobb got the better start, but Cambell was able to reel in the Delage, and crossed the finish line at 120mph, 13 yards head of Cobb and setting a new car record.

The Speed Trials nearly lost the use of Madeira Drive in 1935, when it was proposed as a location for a covered car park with 3,000 spaces, but the plans were never realised, and racing continued until the outbreak of World War 2. After the war ended, the Trials resumed in 1946, now with an International Permit, and the course was extended to a full kilometre. New classes were introduced in 1958, and again in 1962. In 1963, Brighton was the host venue for Americans Dante Duce and Mickey Thomson who came to Britain to demonstrate Drag Racing. They competed against the UK's



The Speed Trials attracted a wide range of motor vehicles

Sidney Allard in his home-built dragster but struggled on the uneven surface and the challenges of running the kilometre distance as opposed to the standard American quarter-mile. Dragsters remained a popular part of the Speed Trials until 1974 when they were excluded on safety grounds.

The track was resurfaced in 1971 and reinstated to a full kilometre in distance. While a financial issue nearly stopped the 1975 event, it was able to continue and celebrated its 75th Anniversary in 1980 – swapping back to a half-mile distance as used pre-war. Since 1981, competitors were switched to solo runs, as the rising speeds threatened safety. The class structure was again revised in 1986, with records continuing to be set – even in the wet conditions of '87.

Television came to the National Speed Trials in 1989 – with an appearance on BBC's Top Gear. Presenter Tiff Needell competed on a Lotus Esprit, TVR and Porsche Carrera, but a fatal motorcycle accident overshadowed the event. New noise restrictions were also introduced by the RAC Motor Sports Association, with the decibel limited lowered from 115 to 113.

To further enhance safety, the course was shortened to a quarter-mile in 1994, and an engine restriction of 2000cc



Brighton Motor Trials, 1905

Courtesy of Royal Automobile Club Archive



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Andy Couchman has taken three class wins at the Brighton Speed Trials

was introduced. 1995 was the 90th anniversary of Brighton National Speed Trials, and as the event moved into the new millennium, entries were approaching the 300 mark and the crowds as popular as ever. Brighton and Hove Motor Club celebrated its centenary in 2005, and the National Speed Trials drew more than 370 entries and a record attendance in spectators. Electric cars were added as a new competition class in 2010, but the first signs of trouble appeared in 2011, with the condemning of the Victorian-built middle terraces, which prevented the crowds from gathering above the track. An alternative viewing area was added at the Start line, but the financial impact of the loss of the ticketed viewing area was a big blow to the viability of the event.

### From the drivers' seat

"Taking part in the annual Brighton National Speed Trials was always very special," reveals Andy Couchman, a long-time competitor and supporter of the event.

"It saw women, men and people with disabilities take part on an equal basis, with world records set, different fuels pioneered, and had built up a list of famous drivers and bikers as long as your arm. There was no shortage of characters, from the paddock marshal with the Sargent Major's voice, to the great Jim Tiller who competed in so many events with The Ol' Fella (V8 Allard J2) until well into his 80s. It was mad, colourful – but oh so friendly – offering unrivalled access too for the thousands of spectators who came to cheer us all along, chat and reminisce.

"I competed there since 1997, some 24 times, 23 of those in the same car, a Caterham Seven built from a kit with my late father. Over the years the car has been much modified but still runs its old Ford Crossflow engine and four-speed gearbox.

"In the one year the car missed (engine problems...), a good friend kindly let me double-drive his much faster car, and the first time I even changed gear in it was after leaving the line in practice, which certainly focused the mind...

"Mostly a midfield runner, the Caterham and I were lucky enough to win our class three times – in 2010, 2011 and 2015. They remain very special memories and just reading the names and cars on the trophies was humbling. Mostly though you were competing with yourself and, as a friend put it, pretending to be a racing driver once a year. Brighton itself is a colourful place so, walking down to the pier at lunchtime for fish 'n' chips, dressed in our race overalls and pixie boots, absolutely no one took any notice. Indeed, we were often the most soberly dressed people there.

To lose such a unique and historic event is tragic but I hope its legacy can continue, and nothing can take away from our individual experiences. I hope too that we continue to remember those who paid the ultimate price at Brighton, despite the great safety lengths the organisers went to. Brighton really was a very special event in a very special City that they, and the whole motorsport community, can be very proud of. Will it ever come back? We can only hope so – it was so much more than just another event on the calendar.



Motorsport UK CEO Hugh Chambers with the recently formed Young Officials Sub-Committee

## Young Officials lead the way

In 2023, Motorsport UK opened nominations for a new sub-committee dedicated to Officials, Marshals and Volunteers aged between 18 and 35. From all the nominations received, 14 individuals were invited to join the committee, and the group met for the first time at the end of February. The introduction of this sub-committee will give a platform for the younger demographic supporting UK motorsport, which has previously been under-represented.

The committee members are active Officials, Marshals, and Volunteers. They all have a shared interest and goal to

increase youth volunteer participation at motorsport events and improve the visibility of younger officials across the sport.

The sub-committee is co-chaired by Motorsport UK staff members Rachel Gascoigne (Stewards Officer) and Sam Walker (Training Co-ordinator) who are both active officials outside of their roles at Motorsport UK. Several new initiatives, which includes a new Cadet programme, will be assessed by the members over the course of 2024, and more details of these will follow as progress is made.

## Lands End Trial

Motorsport UK Chair David Richards took part in the Land's End Trial last month, organised by The Motor Cycling Club but with a strong entry of a couple of hundred cars. This 24-hour Trial travels through some of the most remote and beautiful landscapes in the UK, and sees competitors test themselves and their machines as they navigate rocky hill climbs, observed trial sections, winding roads and unique green road access.

The weather was reported as 'a bit sketchy' but the trial is still a popular event. Even after failing a section, the competitors retain massive smiles on their faces.

In the village where the Blue Hills section is held, it is traditional for the residents to go and watch, drawing hundreds of spectators every year.

Richards (pictured) was driving a very well-prepared Meyers Manx a Volkswagen-based buggy and was joined by an eclectic mix of other cars, and bikes.



Andrew Trenoweth

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### 2024 in partnership

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## AUTO PHOTO Awards at Bicester HQ

Motorsport UK HQ is hosting AUTO PHOTO and the automotive photography community for a Meet-Up during April's Sunday Scramble at Bicester Heritage. Guests can explore the AUTO PHOTO Awards 2023 exhibition and drop in for a free portfolio review session.

Powered by Shutter Hub, AUTO PHOTO is dedicated to showcasing the best in automotive photography, creating opportunities for collaborations and commissions, and uniting everyone through shared passions. The AUTO PHOTO Awards 2023 exhibition runs from 6th February to the 6th May 2024 showcasing an exclusive print exhibition of 2023's winning and highly commended images.

Motorsport UK is proud to support AUTO PHOTO as a partner and CEO Hugh Chambers will be part of the judging panel selecting The Top 100 and awarding one photographer with the Motorsport UK Award.

Between 1 and 2pm, founder and creative director of Shutter Hub and AUTO PHOTO Karen Harvey, will be hosting drop-in portfolio review sessions for those photographers who bring their images for expert feedback and advice. Karen has reviewed portfolios around the world for the likes of Vogue, Getty Images and FORMAT International Photography Festival. She is dedicated to creating fair access to photography and opening opportunities for everyone. She welcomes work by photographers who are looking for support and direction, who want to exhibit and publish their work, develop their networks, and connect with others.

Please note that portfolio reviews will be on a first-come, first-serve basis.

Please note that portfolio reviews will be on a first-come, first-serve basis. For more details on AUTO PHOTO click [HERE](#).

## Prodrive legends at Shelsley Walsh Classic Nostalgia

Celebrating 40 years of Prodrive success on stage, track and road, a selection of spectacular Prodrive cars will be in action at Shelsley Walsh Hill Climb on the 20th-21st July.

The weekend includes rally cars, Formula 1, NASCAR and competitive hill climb classes. The Prodrive cars will be demonstrated by a team including Motorsport UK Director David Lapworth, and Sir Malcolm Campbell Memorial Trophy winner Paul Howarth. Rally fans can also enjoy a line-up of competing Group A, Group B and WRC cars. Other highlights

include the Hesketh 308 Formula 1 car in which James Hunt won the 1974 International Trophy at Silverstone, and a full programme of hill climb competition.

Motorsport UK Clubs can register for discounted admission tickets, plus their own reserved area for 10 cars or more when booked under the club's name. To register your car club, please email [rebecca@eventspr.co.uk](mailto:rebecca@eventspr.co.uk)



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# British F4 Esports is back for 2024!



For 2024 Motorsport UK is planning some of its biggest events and championships yet. Working with well-known brands and clubs we can offer events for drivers at all skill levels, including the 2024 British F4 Esports Championship

Launched in 2022, and now entering its third season, the British F4 Esports Championship is back and bigger than ever. For season 1 and 2, race coverage was available on the RaceSpot TV YouTube channel. For the 2024 season, the RaceSpot coverage continues, plus a new partnership with iRacing means that all rounds will also be broadcast on the three official iRacing channels – boosting the championships profile and reach to the next level.

The British F4 Esports Championship will be joining iRacing's other flagship events alongside the Porsche TAG Heuer eSports Supercup and eNASCAR Coca-Cola iRacing Series.



Other Motorsport UK events to watch out for this year include:

- 2024 UK FF1600 Esports Cup
- 2024 Asetek SimSports GT Challenge

To keep up to date with all the Motorsport UK esports events coming in 2024, join the official Discord server at <https://discord.gg/AmUReJQ5yg> – plus follow us on X @MsptUK\_Esports



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



## GT Challenge tied at the top

Season 2 of the Motorsport UK Esports GT Challenge, proudly partnered with Asetek SimSports, has now reached the halfway point after two rounds, and the GT3 Pro leaderboard is currently tied between Gaël Valero and Remy Gilbert, both with 104 points, a win and a second place each.

It was Valero who stole a march on his rival, winning the opening round at Silverstone, with Gilbert responding with a win of his own in Round 2 at Snetterton. Only Spa and Brands Hatch remain to separate these closely matched racers.

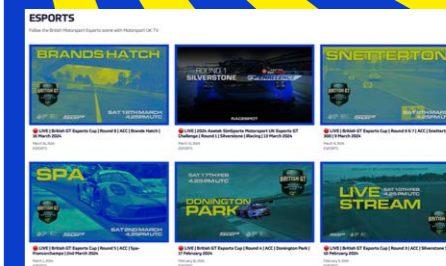
In the GT4 Pro class, it was the UK's Kieran Sharp who grabbed the early lead with both Pole and the race win

in Round 1. Also flying the flag for Great Britain is Richard Simnor, who managed a podium in both rounds and holds second place in the championship standings at this mid-way point.



### ROUND ONE - TOP 5

1 <sup>st</sup> – Tommi Mäkinen	45:51.7	58 points
2 <sup>nd</sup> – Sven Grube	46:35.7	49 points
3 <sup>rd</sup> – Toney Logie	46:55.2	46 points
4 <sup>th</sup> – Gaël Valero	46:55.8	44 points
5 <sup>th</sup> – Keith Stewart	45:56.5	42 points



All Motorsport UK Esports event videos and broadcasts can now be found on Motorsport UK TV – click [HERE](#) to catch up on demand.

## Autotest Drivers Promoting Safety

The Autotest Drivers Club, Northern Ireland organised a Car Display and Autotest at Cookstown High School last month, as part of the school's Future Ready Life Skills program. The car display included one of the latest Rally cars – Trevor Ferguson's R5 Fiesta, plus Trevor Haydock's immaculate Morris Marina van and Kenny Thompson's rare Renault 8 Gordini.

The Autotest display featured experts, Harold Hassard in his road-going Nissan Sunny, Damien Mooney in a lightweight Vauxhall Nova, Trevor Ferguson in his Sylva Stryker Sports

Car, with Jordan Burns in a self-built Ford Fiesta Special. The youngest driver, Adam Ferguson, a student at the High School was driving his Toyota Starlet.

The drivers showed the precision driving skills required for Autotesting. Eric Patterson and Trevor Haydock gave a talk on motorsport, and the importance of road safety, combined with thorough vehicle maintenance. Cookstown High School plans to hold similar events in the future, as part of their Future Ready programme.



The students at Cookstown High School learnt about Autotesting and car maintenance from Autotest Drivers Club, Northern Ireland

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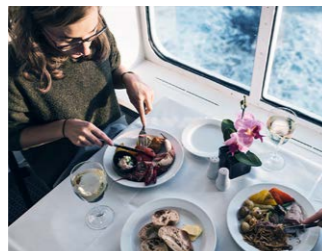
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# Sailing to Success

DFDS is proud to be the Official Travel Partner of the British Rally Championship

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As DFDS ports are in Northern France, close to the Belgian border, you can be sure to arrive on the continent within driving distance of your favourite destinations. Bring your



car onboard and arrive in France less than four hours' drive from Spa-Francorchamps. You can also reach the German border in about four hours by car or travel further north to the Netherlands.

### Go further, stay longer

On the North Sea, DFDS offers a daily overnight service from Newcastle to Amsterdam. Set sail at 5pm and enjoy onboard entertainment, a choice of restaurants as well as bars with live music, and arrive refreshed the following morning for your onward journey in Holland. Motorsport UK members enjoy a 15 per cent discount on cabin and vehicle fares on the Newcastle-Amsterdam service. There are Duty Free savings onboard, where you can buy your favourite brands of alcohol, cosmetics, perfumes and more.

Take a short break to the Dutch capital and enjoy a two-night adventure to Amsterdam. DFDS's exclusive mini cruise offer includes two nights onboard the ship, with breakfast included on your outbound journey, and bus transfers to and from the city centre. Once you disembark in Holland, you will be taken into the city centre where you'll have six hours to explore to your heart's content. Make the most of beautiful canals, incredible Dutch cuisine and fascinating museums, and more. Enjoy a second comfortable overnight sailing back to Newcastle and be sure to take advantage of the Duty-Free discounts in the onboard shops. For Motorsport UK supporters, DFDS offers a fabulous 33 per cent discount on cabin rates.

Click [HERE](#) for Motorsport UK discounts from DFDS



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footage live back to the pit, or straight to your social media channel of choice!

Using the Aim Race Studio 3 software, download your data and your footage from the camera and analyse your footage trackside, making sure you're ready to jump back in and set a new record on your next lap. There are four members of the SmartyCam 3 family: the Sport, Corsa, GP and Dual, each with their own purpose and all equally data rich and robust.

We know that no two drivers are the same, so Aim meticulously designed its range of cameras to be used for various purposes. There really is something for every corner of motorsport, and Aim's data analysis is unmatched.

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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 exchanged for cash.

## Manx Rally oversubscribed

Over 200 entries have been lodged for the closed road asphalt rally, which may well be a record for a special stage rally on the Isle of Man. The organisers are currently working closely with championship co-ordinators and processing all entries and payments. Competitors will be notified of the status of their entry as quickly as possible.

With a limited 140 places, it is probable that not every entrant will be accommodated on the May rally. However, Manx Autosport has pledged that anyone who has entered but does not get a place on the Manx Rally will be offered a guaranteed place on the Chris Kelly Memorial Rally, which will run to a similar format on September 13th-14th. Alternatively, full refunds will be offered to any unsuccessful entrants if they prefer.

The event is a round of the Prot tyre Asphalt Rally Championship, the Fuchs British Historic Rally Championship, the HRCR Stage Masters Challenge, the Mini Rally Challenge, and the Manx Rally Championship, and runs on 10th-11th May.



# Sustainable Rally Charter 2024

The Rally community has come together to design and agree on a charter and its commitments to acknowledge the community's role in creating a more sustainable future. By adopting this charter, clubs and competitors are agreeing to action on demonstrating more sustainable behaviours to sustain our sport.

As a discipline that uses the natural environment to create its events, the Rally community view themselves as being stewards of the environment. Working together with Motorsport UK, venues, and spectators, to reduce greenhouse gas emissions, protect biodiversity, and work with local communities to run our events, that ensure they will go on for years to come.

## Under the Charter, each club, organiser, and competitor will:

- **Guarantee** that sustainability is a key consideration when planning any event activity and actively discussed throughout.
- **Ensure** that all venues should be left in the way in which they were found. Take into account any ecologically sensitive areas, artefacts of heritage or cultural significance and will work within any local conditions and carry out environmental or biodiversity impact assessments if required to protect local flora and fauna while holding events.
- **Engage** with Motorsport UK resources and tools to encourage more sustainable events, this includes committing to receive Motorsport UK's sustainability accreditation by the end of 2024.
- **As part of the accreditation** clubs will support competitors, volunteers and spectators who want to make sustainable decisions by adopting sustainable policies via an environmental impact assessment that covers impact areas such as:
  - » Energy
  - » Waste
  - » Event materials such as single-use plastic and printed documentation
  - » Catering
  - » Noise
- Use **Motorsport UK's Carbon Calculator** for at least one to measure the footprint of an event and have plans in place to reduce it.
- **Ensure** that all event infrastructure produced are reusable / recyclable
- **Work with venues** and third-party suppliers who have sustainable event policies and practices in place
- **Communicate the clubs sustainability** commitment and aims to club members, fans, and event stakeholders in a transparent, authentic, and easily understood way and to advocate for more sustainable events
- **Be considerate of the local community** you are operating in and consider opportunities to engage with local people throughout the event
- **Ensure the health and well-being** of all staff and visitors and promote good values and behaviours through Race with Respect
- **Continually review all key elements of event planning** to ensure we are operating in the most sustainable way



Clubs wishing to participate and sign-up to the Rally Charter can find out more via the Motorsport UK Club toolkit pages [HERE](#).

Preparations for the 81st Goodwood Members' Meeting were underway last month with the Ford Mustangs set to compete in the Ken Miles Cup presented by LGT Wealth Management receiving special attention as the race is to be run entirely on sustainable fuels – ahead of the 2024 Revival in which all races will be powered this way.

The fuel in use was S70L, supplied by Anglo American, which some teams are expecting to run during the Members' Meeting weekend. S70L is a 'drop in' fuel that you can pour straight into your tank safe in the knowledge that all should run as expected with no adjustments required. According to official figures, the sustainable fuel is ever so slightly denser (by around 0.014kg/l at 15 degrees Celsius) with a higher octane (101.4 compared to 99.0).

With a successful test in the Mustangs, confidence is high that these fuels can be integrated with relative ease into historic motorsport. The 2023 Fordwater Trophy was the first fully-sustainably-fuelled race at Goodwood, and now teams all over the world are on the right track to make the Ken Miles Cup, and the 2024 Goodwood Revival, a sustainable fuel success.



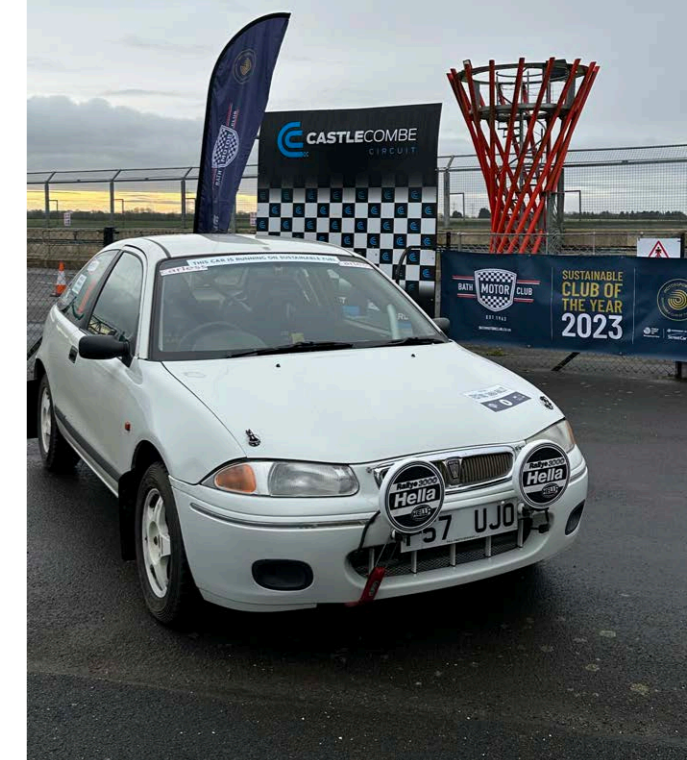
Joseph Harding

# On course with Sustainable fuels

Motorsport UK Sustainable Club of the Year Award winners Bath Motor Club ran the main official Course Car on its premier event – the DAE Festival Targa Rally, which ran from Castle Combe Race Circuit, on sustainable fuel from Carless Fuels to further demonstrate the club's commitment to sustainability.

The fuel used was made from 70 per cent biogenic components, thereby allowing a 50 per cent reduction in greenhouse gas emissions compared to an equivalent super unleaded fully fossil-based fuel.

The car ran faultlessly during the 150-mile (48 test miles) event. As a club at the forefront of environmental actions, Bath MC decided it was necessary to push forward other ideas of offsetting its carbon emissions as well as planting trees.





# GT6 RANGE



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## NATIONAL COURT

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

**Sitting 9th April 2024 | Case No: J2024-5**  
**Tony Scott-Andrews (Chair), Ian Watson, Kelvin Nicholls**

**Disciplinary Panel | Joe Hunt – Licence Number: 405012**

Jamie Champkin appeared on behalf of Motorsport UK. Joe Hunt was unable to attend and was not represented.

Joe Hunt is charged by Motorsport UK with having breached National Competition Rules C.1.1.2(b), C.1.1.3 and C.1.1.4.

1. The Court is satisfied that Mr Hunt is aware of the time date and place of this Disciplinary Hearing and is content for the matter to be heard in his absence.
2. Mr Champkin states that Mr Hunt is the holder of a Parent-Guardian licence and that the matter relates to his attempt to obtain a Kart Clubman (Bambino) Licence for his son (X, a minor).
3. Mr Champkin advises that to take part in a Bambino event drivers must hold a Kart Clubman (Bambino) Licence which they can obtain from their 6th birthday and may continue in Bambino until the 31st of December in the year of their eighth birthday,
4. X's date of birth is DD MM 2015 such that the last date on which he could have competed in Bambino events would have been 31st December 2023.
5. Mr Hunt, however, whilst at Whilton Mill on 11th March this year, wished to enter X in a Bambino event but X did not hold the correct licence, although he did hold an Interclub licence. He therefore sought to downgrade the Interclub licence to a Bambino grade licence.
6. He was asked to produce evidence of X's age and was able to produce a copy of X's birth certificate. The birth date was shown as DD MM 2016. The official at the event to whom the certificate was produced was concerned that the date on the copy certificate may have been altered, forwarded the copy certificate to Motorsport UK's Membership Department, and asked for sight of X's passport.
7. A copy of the passport also was produced on which the date of birth was shown as DD MM 2016. Once again, there was reason to consider that the date may have been altered and this too was forwarded to the Membership Department.
8. The date of birth on a UK passport is however, recorded in two places and reference to the second such showed the date of birth as being DD MM 2015.
9. Mr Hunt was advised that there was a problem and a few minutes later asked to see the official dealing with the matter at the circuit and confessed to having altered the documents.

10. He readily accepted the gravity of what he had done. It is said that "throughout these interactions he was calm, polite and visibly distressed by the situation."
11. The Court has seen the e-mail sent yesterday by Mr Hunt confirming that he was unable to attend today's hearing, accepting that what he did was wrong, expressing regret for his actions and apologising. He also explained the unfortunate circumstances which had effectively prevented X from racing for a period of time which resulted in his wish to enable X to resume competing.
12. The Court notes, however, that even in the original licence application submitted to Motorsport UK on 15th January this year and produced to the Court today, X's date of birth is asserted as being DD MM 2016.
13. The Court accordingly finds that each of the allegations made against Mr Joseph Hunt are proven, that is to say that Joseph Hunt breached National Competition Rules C.1.1.2(b), C.1.1.3 and C.1.1.4.
14. It is the Court's intention that Mr Hunt shall be Suspended (C.2.6) for a period of five years with effect from today's date but, out of consideration for the young age of X and such that he might be able to have his father with him at Events, without in any way seeking to minimise the seriousness of these offences, the Suspension for the last four years shall itself be suspended in accordance with the provision of Rule C.2.1.3.
15. The Court accordingly Orders that:
  - A. Mr Hunt shall remain Suspended until 31st December 2024.
  - B. No ASN Competition Licence shall be issued to Mr Hunt prior to 8th April 2025.
  - C. The restriction on the ability of a PG Entrant's Licence holder to attend events in person whilst a period of Suspension remains in force imposed by virtue of Rule H.26.1.9(f) shall not apply in this instance.
  - D. Each and every such Licence as may be issued to Mr Hunt for a period of four years subsequent to 8th April 2025 shall be regarded as Suspended, but such Suspension shall itself be Suspended in accordance with Rule C.2.1.3.
  - E. Mr Hunt shall pay a fine of £2,000.
  - F. Mr Hunt shall pay a contribution toward the costs of this Court in the sum of £500.

**A. Scott Andrews, Chair**  
**9th April 2024**

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](http://www.motorsportuk.tv) and make sure you never miss a moment!

**GINETTA G40 RALLY CONVERSION**

**MY CAR!**

Nick Heard guides us around his Ginetta G40 rally conversion which entered Rali Ceredigion

**BECOMING A RESCUE OFFICIAL**

Discover what it takes to be in a motorsport rescue and recovery team

**JAMIE CHADWICK & WILLIAMS RACING GIRLS ON TRACK UK**

In celebration of International Women's Day 2024, Williams Racing and Girls on Track UK hosted an event at Whilton Mill

**HILLCLIMB DAY IN THE LIFE**

Motorsport UK TV and Billy Grace discuss the competitor's journey at a hillclimb event

**THE ROLE OF RALLY OFFICIALS**

Jon Desborough takes you through the key volunteers that you need to know ahead of your first rally

**AUTOCROSS TIMING**

Timing is the heartbeat of any motorsport event – learn how the timing system is run at an autocross event



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# THE ROUTE MASTERS

The team at Motorsport UK's Competition Authorisation Office are responsible for coordination Public Highway motoring events across England and Wales

What is Route Authorisation and why do we need it? The Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended) require that any motoring event which utilises the Public Highway is subject to Authorisation under this legislation. The Department for Transport authorised Motorsport UK (known back then as The Royal Automobile Club Ltd) to undertake Authorisations in England and Wales. This legislation is handled by the Competition Authorisation Office (CAO) at Motorsport UK. In Scotland, Authorisations are managed by the Royal Scottish Automobile Club. Route Authorisation is not only a requirement for Motorsport UK clubs, in addition, motorcycle events, motor clubs visiting from overseas, and small groups or clubs (such as local churches or charities) not affiliated with Motorsport UK must also apply. The (E406) Authorisation document is issued the week before the event only when CAO is fully satisfied of its compliance

with the legislation, and the necessary checks (such as timings, and control point distances) have been made.

To assist the CAO, Motorsport UK have a team of regional Route Liaison Officers (RLOs) who work with clubs, competitors, Police and National Parks authorities (and sometimes local residents) on every event using the Public Highway to minimise disruption, and to ensure that the Road Traffic Act is enforced. Prior to submitting an application to the CAO, the organising clubs must first contact the RLOs for the areas concerned for pre-approval. This is generally to check for clashes with other events in the same area, or to ensure the intended roads are suitable for use. An RLO contact list can be downloaded [HERE](#).

Each year Motorsport UK typically authorises around 200 events. Heading up the team is David Powell. "I started at the [then] Motorsports Association almost 15 years ago, working

in the postroom as a temp on a two-week holiday cover. I remember really liking the company and the people, and hoped that if I did a good job, I would be considered for any other roles available in the future. It paid off as I was given a temporary role in Membership, then moved to the CAO on a permanent basis a few months later.

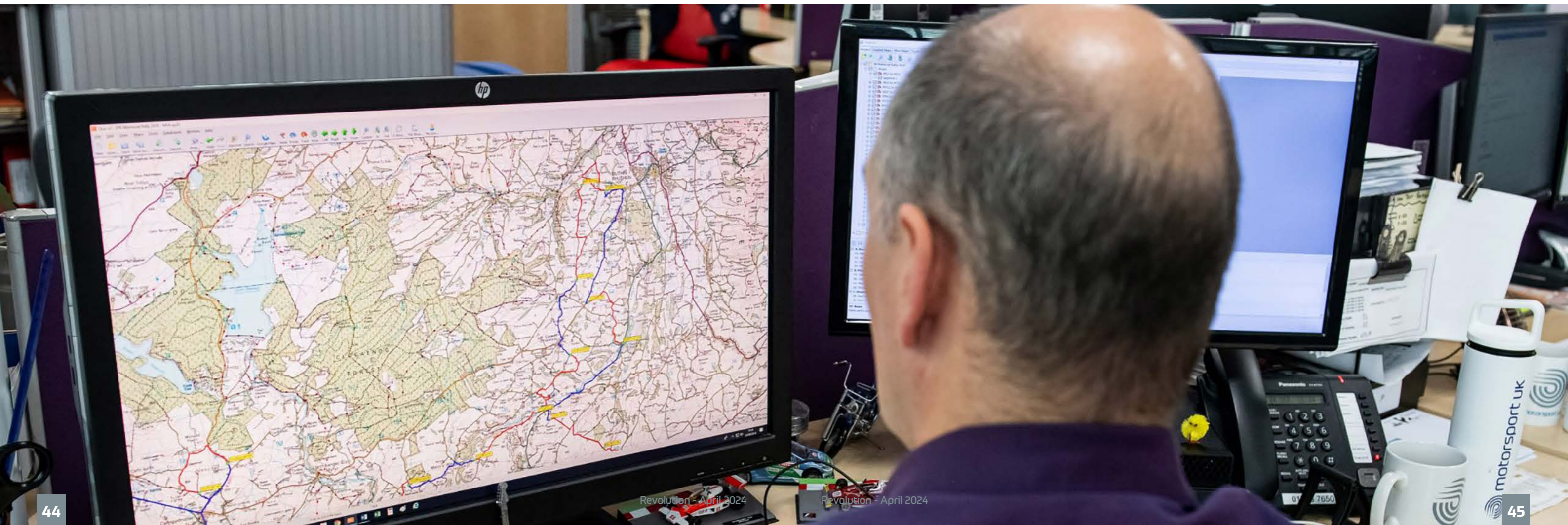
"My dad got me a Scalextric set I was about four or five years old, and I fell in love with motorsport from then. Jim Clark was my favourite driver at the time, especially as I had the green Lotus as one of the Scalextric cars. We even had a Scalextric vinyl record called 'Roar' that had Grand Prix sound effects, and I used to play the record all the time just to hear the car engine noises. As a fan who just watched motorsports on TV, or went to the occasion event to spectate, I didn't realise how much went on behind the scenes to make it all happen and it was great to be a part of it. I found it very interesting to

see how all the different aspects and disciplines of the sport worked, and I was also impressed with how the different teams within Motorsport UK cooperated and worked together.

"Here in the CAO team, our main connection is with Rallying as most of these events will use the public highway at some point. We also liaise with Finance for the authorisation fee payments and work closely with the Legal and Safeguarding teams if something more serious crops up.

"Typically, when applying for a Route Authorisation for the first time, most of the first time applicants want an overview of the authorisation process. The legislation, application form and requirements can look rather scary to a novice applicant, so having a friendly chat with them on the phone often provides the clarity and reassurances that they need."

>>>>



**How to apply**

Applications for Authorisations can be received a maximum of six months, and a minimum of two calendar months prior to the proposed date of the event. The maximum number of vehicles permitted are 180 for a daytime event, and 120 for a nighttime event.

Historically, applications for Route Authorisation were submitted to the CAO with the routes drawn onto tracings of 1:50,000 Ordnance Survey maps. As technology has moved forward, emails and digital mapping software have significantly improved the whole process to allow everything to be carried out electronically. An example of this is that rather than send photocopies of tracing paper route drawings to the Police and National Parks via the post, the routes are now printed in .pdf format as concise maps and emailed to the authorities. The information sent is now clearer, more user friendly, and reaches the relevant contacts instantly. This also significantly saves on resources such as paper and postage costs.

For a digital submission, organisers must submit the following:

1. A completed and signed 'E404 Application for Authorisation of a Motoring Event' on the Public Highway'.
2. An electronic version of the route including:
  - The location of any starting and finishing points
  - The times at which the first competitor is expected to leave any starting point and arrive at any finishing point or control (use the 24-hour clock for all times)
  - The location of any control point on a public highway.
  - The location of each rest halt, and the length of time it is expected to be open
  - Any point where the route leaves and re-joins the Public Highway, and the time which the first competitor leaves and re-joins should also be shown.
3. A Time Schedule.

Route Authorisation applications in electronic format can be submitted via email to the CAO on [cao@motorsportuk.org](mailto:cao@motorsportuk.org)

The digital mapping application Motorsport UK uses is 'Quo' by Mapyx. This is free to download from the Mapyx website, and the OS 1:50,000 electronic maps cost approximately £1 each. However, the CAO is happy to work with electronic routes submitted in the universal .gpx format, which can be created by, or exported to, by most of the mapping and route planning applications.

Traditional tracings are of course still accepted with applications. These tracings should contain the information required for the electronic versions, and posted for the attention of the CAO at the Motorsport UK office at Bicester Heritage.

**Fees**

Before the legislation came into force, it was agreed by the government that there should be no cost to the general public for the application process. Therefore, fees must be charged for the Authorisation of events through the CAO, and these per-vehicle fees are calculated on the maximum number of competing vehicles to be noted on the E406 authorisation document, and the mileage of public highway to be used. These per-vehicle fees for 2024 are shown below, and notified to the organising clubs during the Authorisation process.

- £1.95 – up to 10 miles on highway
- £3.80 – up to 100 miles on highway
- £5.00 – up to 150 miles on highway
- £7.05 – up to 200 miles on highway
- £13.50 – over 200 miles on highway

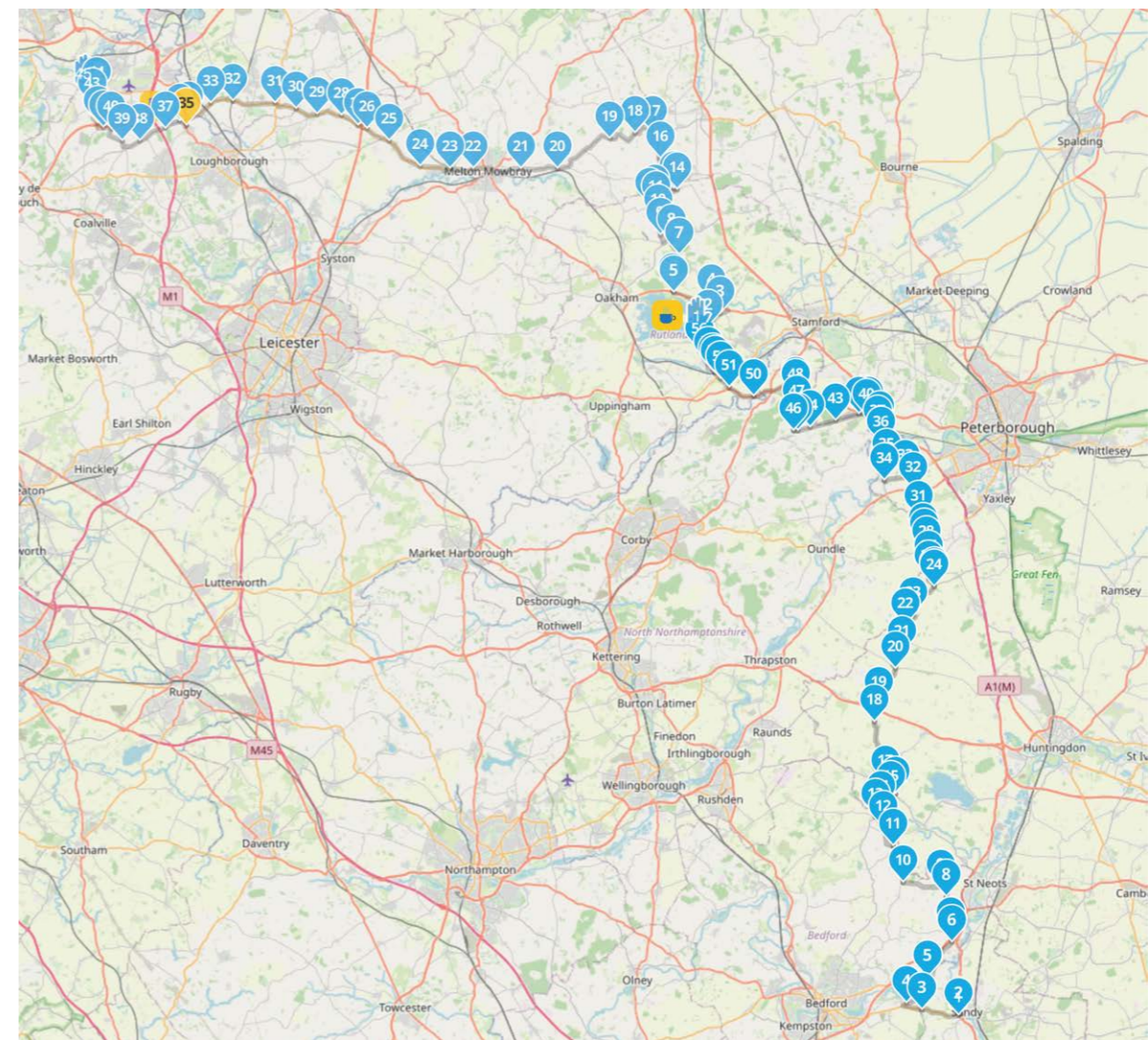
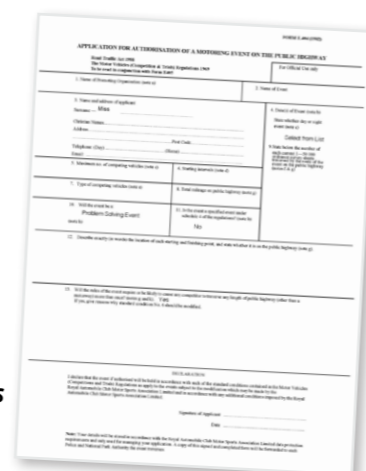
**Road Traffic Act 1988 - Section 33**

For events which require the use of a footpath, bridleway, or restricted byway, Section 33 permissions must be sought and obtained from the local authority. When submitting a route for Authorisation, organisers are advised to check the definitive maps held by the local authority involved to ascertain whether they are required to obtain Section 33 permissions for the event.

**Schedule 4 Events**

The E404 application form asks the applicant to state if the event is specified under Schedule 4 of the legislation, but what is a Schedule 4 event? In short, it is a list of historically important events approved by parliament. These include motorcycle events such as the Bambury Trial (promoted by the Vintage Motor Cycle Club), and the London to Brighton Veteran Car Run promoted by the Royal Automobile Club. These events can apply for authorisation outside the six-month time limit, and are also not limited to running with the maximum of 120 night-time / 180 daytime vehicle numbers the standard events are restricted to.

*The E404 Application for Authorisation of a Motoring Event form may look daunting at first, but the CAO team are here to help with any enquiries*



*Digital mapping software can be used to plan and submit routes for approval*

**Exemptions**

There are four types of events which have an element of competition, but are authorised automatically through the legislation and do not need specific authorisation through the CAO.

1. An event in which the total number of vehicles driven by the competitors does not exceed twelve. Examples of these are 12-Car Rallies, and 12-Car Treasure Hunts.
2. An event on which no merit is attached to completing the event with the lowest mileage, and in which as respects such part of the event is held on the Public Highway, there are no performance tests and no route, and competitors are not timed or required to visit the same places, except that they may be required to finish at the same place by a specified time. An example of this is a Navigational Scatter.

3. An event in which merit attaches to a competitor's performance on the public highway only in relation to good road behaviour and compliance with the Highway Code.
4. An event in which all competitors are members of the Armed Forces of the Crown, and which is designed solely for the purpose of their service training.

While the legislation grants automatic authorisation for the above events, it is recommended that organisers advise the Police and National Park of such events to ensure that the minimum inconvenience can be ensured. They should also contact the RLOs for each area the event travels in.



# DRIVING DIVERSITY IN MOTORSPORT

*Revolution* looks at how motorsport clubs can improve by becoming more inclusive, and growing communities for underrepresented groups

Everyone, regardless of race, gender, or background, should feel welcome on the racetrack, rally stage or trials hill. Motorsport UK's Equality, Diversity and Inclusion strategy is taking a data-led approach with the aim of better understanding the community and using that knowledge and understanding to grow the sport.

Significant time has already been spent analysing the demographics trends over the years regarding female participation, and with just 15 per cent of officials, 17 per cent of marshals and only 10 per cent of license holders – or just 3 per cent of race license holders – are female,

demonstrates just how far there is to go. The same gulf is true for every other under-represented community.

Fortunately, there are an increasing number of dedicated groups working hard to inspire and enable people from a wider variety of different backgrounds to participate in motorsport – at every level. Here is a selection covering a wide spectrum of encouragement.

This list is not exhaustive, and if your club or organisation has some inclusive activities you would like *Revolution* to mention, please send the details to [revolution@motorsportuk.org](mailto:revolution@motorsportuk.org)

## Racing Pride



Izzie Fitzgerald

Racing Pride champions LGBTQ+ inclusion through motorsport and its associated industries. Launched in the UK in 2019 as the first initiative of its kind, Racing Pride has been crucial to starting and advancing meaningful conversations around LGBTQ+ inclusion from grassroots motorsport right up to the level of Formula One. It aims to uplift, empower, support, and bring together LGBTQ+ people and allies through its core pillars of visibility, community, and education.

Racing Pride's ambassadors and community champions bring lived experience in a range of roles across the sport from drivers to engineers, marshals, officials, communications professionals, content creators, and volunteers. 'Spotlight' stories highlight the achievements, as well as addressing the challenges, of past and current members of the community in motorsport.

Racing Pride has a member community open to LGBTQ+ people and allies with any involvement or interest in the sport. Members benefit from a private online server and exclusive in-person event opportunities often involving Racing Pride's partners.

<https://racingpride.com>

## Girls across the Grid



This social community encourages female fans to get together and enjoy spectating motorsport. Through virtual and in-person racing and non-racing related events, such as watching F1 races in different venues, it encourages women to meet others and discuss the sport they love in a safe and respectful environment.

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

## Spinal Track



Getting on track as a disabled driver is challenging because of the lack of suitable race cars, so this charity has built its own. It offers free track days in range of machinery and rally experiences in a Toyota GT86 or BMW E46 Compact to anyone who wants a go. Lack of experience is of no concern, and the cost is covered by generous benefactors, partners and volunteers.

The cars are fitted with hand controls or left-foot accelerators and were developed by racing drivers to enable high-performance driving, with all the necessary safety equipment. The sessions are run at Silverstone Circuit or on the Richard Burns Rally Experience, with an experienced instructor giving the guidance needed to get the best out of car and driver.

<https://spinaltrack.org>

## Driven By Us



As a recognised club with Motorsport UK led by Stephanie Travers and George Imafidon MBE its unique platform spans STEM education, media programmes, and driver talent identification, delivering a comprehensive impact for the vast array of roles on offer to champion diverse talent and drive positive change publicly.

This group is on a mission to empower aspiring leaders from ethnic minorities and underrepresented groups, with a specialised advisory board that includes F1 Sky Sports presenter Naomi Schiff. It provides networking opportunities, career advice and support on how to develop confidence in a competitive industry.

The desire is for STEM and media roles within the motorsport industry to eventually become accessible to all, and the organisation works closely with schools to inspire and educate the next generation with hands-on, engaging workshops and advice on different motorsport career pathways.

[www.drivenbyus.co.uk](http://www.drivenbyus.co.uk)

## Girls on Track UK

This joint initiative between the FIA and Motorsport UK was designed to inspire girls and women to get involved in motorsport. It aims to highlight the varied opportunities that are available within the sport, regardless of interests, gender and race, and its ambassadors include team principles, mechanics, TV presenters, and race engineers.

It offers girls aged 8-18-years-old a unique opportunity to participate in free events that inspire and encourage an interest in Science, Technology, Engineering, Mathematics (STEM) subjects. It also runs a free community for women of all ages, helping them to meet other members, both online and at networking events, and allowing members to connect with other women who have a passion for motorsport.

[www.motorsportuk.org/the-sport/women-in-motorsport/girls-on-track-uk/](http://www.motorsportuk.org/the-sport/women-in-motorsport/girls-on-track-uk/)



Karen Yeomans

## Into Speed from the BWRDC

The British Women Racing Drivers' Club (BWRDC) has been running for more than 60 years and has launched this new initiative to encourage women to try motorsport for the first time, from sitting in a car through their first runs on track, to contesting their first competition.

The programme, supported by Motorsport UK, is centred on Hill Climbing, which is contested against the clock in affordable road cars, and follows an optional three-stage process, beginning with a day of tuition at Harewood Hill, followed by a trip to Curborough Sprint Course and finally participation in all, or one, of three events – at Shelsley Walsh in May, Prescott Hill in June and Harewood Hill in August – with the full support of a BWRDC mentor.

Throughout the process, participants will also have the opportunity to be introduced to the different roles available throughout motorsport, including stewards, engineers, media and marshals. The BWRDC will also guide women through the acquisition of a racing licence, with the support of Motorsport UK.

Helen Allen, Chair of the BWRDC, said: "This is all about access and enjoyment. We aim to create a safe environment for women to ask the questions they may not have the courage to do in a mixed environment, and to build their confidence in a welcoming and open way. We will offer training, tuition, and guidance through every step of the process."

[www.bwrdc.co.uk](http://www.bwrdc.co.uk)



## Race for Diversity



Inspired by the successful Girls on Track UK format, this programme of registered schools and members aims to increase participation of people from racially diverse and underrepresented backgrounds within the motorsport industry.

It is a schools programme that works with schools in London, Leeds, Manchester and Birmingham providing experience days and in schools sessions. Additionally, it is building a community where it offers in-person events where people can meet existing role models, build awareness of opportunities, or just to enjoy discussing the sport. The first-ever community event was hosted the Haas F1 Team at its Banbury HQ and Jessica Runicles, Head of Sustainability at Motorsport UK, said: "Community events are important for people to grow their own network, which can inspire them to take the next steps in their career, and F1 is a terrific platform for us to showcase some of the most vibrant jobs."

[www.motorsportuk.org/racing-for-diversity-at-moneygram-haas-f1-team/](http://www.motorsportuk.org/racing-for-diversity-at-moneygram-haas-f1-team/)

## StreetCar Disabled Driver Scholarship

For 14 years Loughborough Car Club has run its innovative Disabled Driver Scholarship, offering two individuals the chance to win a free season of Club level motorsport. Anyone aged 14 or over who can control an automatic car using basic hand controls is able to apply to enter the assessment day, which usually runs in May.

All costs, including entry fees, maintenance, fuel, and tires, are covered for the winners, and they are given full use of the Club's 1400cc Nissan Micra, with free access to 11 AutoSOLO and Autotest events throughout the year, seven of which take place on grass, and the other four on tarmac surfaces.

For 2024, to build on the success of Loughborough Car Club, the Scholarship is being rolled out across the country with several StreetCar Clubs getting involved.

<http://loughboroughcarclub.co.uk/disabled-driver-scholarship>



## Discover Your Drive



Lois Johnson

This project has one goal: to inspire girls and young women to explore a future in motorsport both on and off the track. Its core focus areas are community building, youth engagement and talent identification, and activities range from a grassroots level and community initiatives to professional programmes.

The concept is to increase the pipeline of female talent entering the sport, strengthening the pool of drivers aiming to make it to an elite level while also supporting those pursuing roles off track. Activations range from local karting events to global workshops and activities run alongside the all-female F1 Academy for local girls aged 8-18 to attend.

[www.f1academy.com/Discover-Your-Drive](http://www.f1academy.com/Discover-Your-Drive)

# Lessons Learned... with Gemma Raymond

**Gemma Raymond** began competing in Autocross at the age of 14, the youngest permitted in the regulations. Growing up in a motorsport-loving family, she had driven buggies from an early age and followed her brother into Autocross, supported by parents Mike and Tracy. Three years later, driving her Ford Fiesta, she became the ASWMC 2023 Autocross Champion and, as far as the club is aware, is the first Junior and first female driver to win an ASWMC drivers' title outright. She also won the 'Drivers' Driver' award. She may be young, but she is clearly committed and focused, and has put many of the lessons she has learned into practice to get better and better. Here are her five top tips.



Paul Morris Motorsport Photography

Gemma receives her championship trophy



Learning to left-foot brake in the buggy



Gemma competing in her Ford Fiesta

Paul Morris Motorsport Photography

## 1 If you get knocked down, get up again – Sugworthy, 2023

It was really muddy and the car in front of me spun. I was right behind and I went into the side of him; I didn't know where to go. I caved my door in, my window smashed and I was really shaken up. It was my first crash, but the marshals came over to see me and got me going again, they were really nice.

I was in floods of tears, and I did not want to go back out again, but my dad and brother helped me push out the door and tape up the window. The marshals came back at lunchtime and said I should keep going, and the ambulance crew came over too, but I was still nervous. I knew it was okay, because dad had fixed everything, so I went back out and ended up winning!

## 2 Know your competitors and spot their weaknesses – Kilmington, 2023

I was up against someone who I just could not beat off the line, but I noticed that she would always go really wide on a corner later in the lap. So, I realised I did not have to beat her at the start, I could just wait to get to that corner, she would go wide and I would go up the inside. And I would do that on each race. I used it as a strategy.

We always walk the track beforehand, looking for lines but also for opportunities. So, from that, I could tell that she was going to go out wide and that I could use that to my advantage. I just waited. I would follow her close behind through the next couple of corners after the start then, on the big sharp corner, I would go for it. That worked very well.

## 3 Slower and steady sometimes wins the race... or get valuable points – Sugworthy, 2021

It was super-muddy and I had to be towed out several times. It was so bad. I kept getting stuck, just spinning the wheels, and it was embarrassing having to wait for the marshals to come and get me. In fact, I really did not want to go back out because I kept getting stuck and I was just thinking 'there is no point doing this.'

In the end, though, I did go out again, but this time with the mindset of just getting round. People were still going through the same spot but I adapted to take the longer line, around the outside, so I kept going when other people got stuck. I was slower than normal, but I got round. You have to keep going to get Championship points – and every point counts.

>>>>>

**4 Take time to learn and re-learn the track – Sugworthy, 2022**

I was being chased and in one corner, I went a little bit wide, so someone cut inside me but they out-braked themselves and went flying off to the outside. In Autocross, you need momentum, and learning to go out wide and cut back in is so important.

Every time you go to a venue it is different, because the course is set up differently each time. Normally I walk around it and go exactly where I would want to go when I am in the car. I walk my racing line! And because it cuts up as people drive on it, it can change a lot through the day, so even at lunchtime we will go and re-walk it again.

Sometimes I draw out the track and add on a dotted line showing where I am going to go, to help me improve. I also visualise before I go out. I sit in my car, close my eyes and go through the motions of what I am going to do, what gears I am going to use and so on. You can learn the lines in many different ways – walking it, watching competitors, visualising; everything just gets you closer to knowing exactly what you are going to do before you get out there.

**5 Take a skill and use it wherever you can benefit – Zeal Monachorum, 2022**

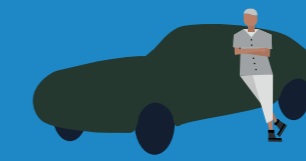
When I first started, I normally took a wide line in corners but that sent me to the outside where all the mud is and where there is less grip. I had grown up driving buggies, which only had left-foot braking, so my brother advised me how to use that in Autocross, left-foot braking before getting into the corner to take a smoother inside line.

The key to using it well was learning where and when to apply it, spotting certain corners where it would really help. Over time, I learned how to apply it to more corners. Instead of just thinking the bigger corners, I was able to start applying it to the tighter, smaller turns, slowing down a little bit quicker but not as much, to carry more speed.

*Gemma with her father and brother – a true motorsport-family*



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# MOTORSPORT UK CONNECTED

## Highlights from the past month on social news feeds

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

**Motorsport UK Academy** @MtrsportAcademy  
 Can you guess what we got up to with British Sailing?  
 @BritishSailing @SilverstoneRall @iZoneCoaching @ourmotorsportuk

**Chris Ingram** @chrisingramrally  
 So grateful for this weekend  
 First win of the season  
 Congratulations Chris and your team! Well deserved and another demonstration of your undeniable skill

**Jack Noller** @JackNoller  
 A weekend to remember  
 Friday threw every condition at us from the morning rain to the Sun setting in the evening, made good use of my new visor there!  
 Saturday came qualifying where I achieved P3 on the grid which I felt happy about given the complexities of the new tyre compound we have for 2024.  
 Race 1 was a mega battle between the top 4, sadly with Luke dropping out halfway, I had the lead at points but ultimately finished P3  
 Sunday came and a damp and greasy but drying track awaited. Ultimately I took a risk on setup, Race 2, which didn't pay off meaning I struggled with pace early on, got 0.001s off fastest lap though.  
 Race 3 was typical final race chaos with so many changes in the first few laps and a late race safety car. Thanks to all the work put in from myself and the team the car felt the best it did all weekend and I managed to go from P5 to P3 in the last 2 laps after the restart, nearly P2!! and fastest lap too.  
 Very strong start to the year P3 in the standings, now bring on round 2

**motorv8media** @motorv8media  
 Preparation for the 2024 season pretty much there. Need to pick up my @silverstonecircuit pass in a couple of weeks when the @uk\_modified\_ford's have their first event and then the odd single event pass to apply for. Good to see some friends are back out this year racing. Look forward to seeing you at the track. #circultracing #racecar #motorsports #motorsportphotography #motorsportphotographer #clubracinguk #trackaddict #becauseacecar #creditourphotos #motorsportphotographer #ukmotorsport #motorsport #motorsportphotographyuk #creditthephotographer

**abbiouling** @abbiouling  
 P2 to start off the year  
 Hungry for more tomorrow  
 Nice one Abbi great start.  
 Well done go get the 1st place tomorrow

**Mark Mitchell** @MarkMitchell  
 Today marks the 30th year of Marshalling with @BMMACUK @BMMC\_NV @ourmotorsportuk and I'm back where it all started - @DoningtonParkUK (Not Got A Donington Woolley Hat - Just Sayin')

**britishendurancechamp** @britishendurancechamp  
 ONE WEEK TO GO!!!  
 This time next week we'll be at @doningtonpark to kick-start the 2024 season  
 We're ready, are you?!

Tag #OurMotorsportUK in your posts for a chance to appear on this page  
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 YouTube [youtube.com/OurMotorsportUK](https://youtube.com/OurMotorsportUK)

**YouTube** Motorsport UK on YouTube:  
 For International Women's Day Williams Racing and Girls on Track UK hosted Jamie Chadwick, Claire Cottingham and Williams Racing staff at at Whilton Mill

# Trialling

Trials are a unique and extremely accessible form of motorsport, making them an ideal entry point for newcomers. Cars run at low speeds, but the steep and slippery hillsides on which they compete ensure there is no shortage of challenge, adrenaline, and excitement.

It is all about how far you go, not how fast you get there, and there are three different categories: Car Trials, for Production type road cars – everything from Austin 7 to Nissan Micra; Classic Trials, for cars dating back to the 1930s; and Sporting Trials, for specially designed Trials cars. This is what you need to get started.

## What is the format?

Trials events typically involve around five or six tests, each running up a slippery hill. The course is marked out using canes or posts and the aim is to drive as far as possible through the gates without stopping, using the terrain to your advantage. Assistance can be provided by a passenger, who can move around in the car and / or bounce to gain traction. The course is often changed through the day to maintain the challenge and reduce the impact on the environment.

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

Scoring is based on penalty points. The further a driver gets up a section, the lower their penalty score will be, and the driver with the lowest score of the day is the winner. In each category, there are three driver classes: red for experts, blue for intermediates, and rookie for novices. Awards are usually given for the overall category winner, the best in class, and best Junior.

## How tough is the competition?

At Club level, the competition is relaxed, friendly and welcoming, but it becomes more intense in the national championships. The Association of Classic Trials Clubs (ACTC), The British Trial and Rally Drivers Association (BTRDA) and Motorsport UK Championships are for more experienced competitors, however, they are not exclusive and after gaining some experience at Club level, competitors are welcome to graduate to the national championships.

## What makes a good car?

A small car with good weight distribution and good traction is generally the best option to choose for a standard Car Trial or Classic Trial vehicle. Front-wheel-drive is most popular, although there are also classes for rear-wheel-drive and sports cars. A good maintenance history is vital for reliability. Sporting Trials cars are more complicated and can either have independent rear suspension (IRS) or a LIVE axle, with classes for both. They also have 'fiddle' brakes, in which individual brakes on either side of the car are controlled by individual levers, enabling a form of skid steer, and supporting torque transfer between the driving wheels.

## Can you drive to events?

Car Trials and Classic Trials vehicles can be driven to an event if they meet road legal requirements, although this does risk logistical problems if anything goes wrong enroute or on the course. Sporting Trials cars are not road legal, so must be taken to the event on a trailer.

## What other kit do you need?

The most important piece of 'kit' is your passenger, who is often vital for getting traction on the trickier sections. Tyre pressures are also key to grip, so an electric tyre pump is helpful to allow you to adjust tyre pressures as conditions vary through the day. Lower pressures give greater grip, but the rules dictate limits based on the car, size of engine and class, so it is also important to monitor the pressures and stay within the regulations.



Are you ready to take on the hills?



### Five Top Tips

- Watch how other drivers handle their cars. Volunteer as a passenger
- Get a car that fits the rules of the class you want to enter
- Be patient and critique your own performance
- Share a car and compete with a partner
- Ask for advice



*With thanks to Geoff Pickett, Woolbridge MC Publicity Officer, and Stuart Beare, Chairman of BTRDA Sporting Trials.*

### What does a car cost?

A vehicle suitable for Car Trials can be acquired for a just few hundred pounds, and some competitors even use their everyday road car if the venue is suitable. The more specialist Sporting Trials vehicles can cost as little as £1,500, but a good LIVE axle car will range from £4,000-10,000.

As the events are short and run on soft ground, fuel costs are low, and tyres do not tend to wear out quickly. Many competitors invest in a set of specialist tyres to provide better grip. These may have to be from an approved list or as specified in the event Supplementary Regulations. The main cost for those competing nationally is travelling to and from events.

### How far do you have to go to compete and what can the costs be?

Entry fees for Trials are around £30-£40 per event. Competitors will also need to join their local club (around £20 per year) and apply for a free RS Clubman Licence from Motorsport UK. Many motor Clubs run Car Trials, so often people do not have to travel too far to compete. A list of Clubs and contacts can be found on Motorsport UK's website. To compete in national championships, competitors can look up the calendar of events on the Motorsport UK website.

### What makes a good driver in this discipline?

Good traction is the most important element and the key to achieving this is patience, preparation, and attention to detail. The most successful drivers observe the ground conditions before their first run to work out the best line and where to apply the power. Many competitors also watch others to pick up tips on how the ground is performing, and it is also a good idea to check sections repeatedly as conditions change through the day.

### What is the most important skill?

Having a good sensitivity of control on the accelerator pedal, because the cars typically have more power than grip. Too much power will spin the wheels, but sometimes a technique called 'trickling' is used, which involves a full blast of power followed by a delicate touch. A good knowledge of which gear to choose is also vital, while those in Sporting trials will need to become expert in the use of 'fiddle' brakes.

The BTRDA offers two driver introduction and training days each year, in spring and autumn. Alternatively, you can simply go and compete in local events. Competitors are very welcoming and will help ease any early nerves, and some Clubs, such as Woolbridge MC, have loan cars that can be provided to allow people to try an event without having to bring their own vehicle.

### How do you improve and progress?

Practice makes perfect! The more time you have on the hill, the better you will learn how to manage all the different unique challenges. You can also learn a lot from your fellow competitors, who are often keen to encourage people into the discipline and will generally be happy to offer advice to newcomers.



### Are there many Clubs that run these events?

Last year, 48 different Clubs organised some form of Trials event and 161 permits were issued – 82 for Car Trials, 20 for Classic Trials and 59 for Sporting Trials. These events amassed a total of 4,632 entries.

There are several clubs across the UK organising regular Car Trials that are open to newcomers as part of the StreetCar programme. To find a club or an event near you, or to volunteer to support your local Trials events, register [HERE](#) and a member of the StreetCar team will be in touch to match you with a StreetCar-accredited club.

### How does a beginner 'break the ice'?

Find the nearest Club to you that runs a Car Trial and go as a spectator. Talk to the organisers and competitors and watch the action to see if it is something you would like to get involved with. If it is, taking part in a training day, or attending a StreetCar Taster Event before your first event can be invaluable.

Some people start by being a passenger – and it is worth checking with event organisers as drivers are often actively looking for passengers on events. As a passenger, you can get a feel for the experience before making the commitment to get behind the wheel. However, if you are confident, you can just enter an event and get stuck in.

### What championships are there?

Most Clubs have their own Championships, so you can compete with fellow club members and sometimes others who enter from associated Clubs. The regional associations also run several Championships with a wider range of events, while the Motorsport UK Championships run at a national level.

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

Car Trials and Classic Trials are a good learning ground for car control and many drivers will go on to compete in Rallying, Hill Climbing and, in some cases, Circuit Racing. Sporting Trials is a little different, as it is unique. However, the skills learned would help with any form of off-road motorsport. 🌀



### Find out more

You too can get started in Trials. See [www.motorsportuk.org/clubs-organisers/find-clubs/](http://www.motorsportuk.org/clubs-organisers/find-clubs/) to use the Motorsport UK event finder tool and locate a trial near you!

- [www.actc.org.uk](http://www.actc.org.uk)
- [btrda.com/championship/car-trials/](http://btrda.com/championship/car-trials/)
- <https://streetcarmotorsportuk.com/trials-and-cross-country/car-trials>

# Stay protected on the track

Personal accident insurance benefits are automatically provided to all signed on officials or marshals, and licensed competitors, attending UK based events that are organised or approved by Motorsport UK.

The personal accident insurance policy, arranged by Marsh Sport, provides financial protection in case of accidents, injuries, or disabilities that may occur on the track.

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To find out more visit:

[www.marshsport.co.uk/motorsportuk](http://www.marshsport.co.uk/motorsportuk)

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A business of Marsh McLennan

## The RallyNuts Severn Valley Stages

13th April, Metropole Hotel, Llandrindod Wells, Wales

With two rounds complete of the Fuchs Lubricants British Historic Rally Championship, the FIAT 131 of Nick Elliott holds top spot in the standings, helped by a convincing win at Rally North Wales. Breathing down his neck is a gaggle of contenders all eager to get solid scores under their belt at the RallyNuts Severn Valley Stages before the championship heads onto the asphalt in May.

<http://racrmc.org/british-historic-rally-championship/index>



Russ O'way / 90right

Chris Ingram heads into the second round of the Probite British Rally Championship with the upper hand after a sensational North West Stages victory in his VW Polo R5. The Rallynuts Severn Valley Stages marks the first trip on gravel for the reinvigorated series as world-class stages such as Myherin and Hafren are set to test some of the best drivers in the business over 62 breath-taking miles.

[britishrallychampionship.co.uk](http://britishrallychampionship.co.uk)



James Ward / Chiron Media

Defending champions and Motorsport UK Pirelli Welsh Rally Championship leaders Matthew Hirst and Declan Dear will be aiming for their third straight win on the RallyNuts Severn Valley Stages. Perry Gardener and Jack Bowen are back to try and stop them, as are Dan O'Brien and Mark Glennerster, who finished second on Round 1.

<https://wnrc.wamc.org.uk>



Paul Mitchell Photography



**British Endurance Championship**

13th April, Snetterton, Norfolk

The front-end of this race should feature the points-topping Audi GT3 of Peter Erceg, sharing with regular co-driver Marcus Clutton this time, and the Lamborghini GT3 of John Seale and Jamie Stanley, both run by JMH. Nick Hull and Richard Avery certainly have the pace in their new Porsche 992 in Class B, though this will need to be sustained through a race distance, and in Class C, Bon Grimes and Johnny Mowlem, driving an FF Corse Ferrari 458, could well grace the overall podium.

[www.british-endurance-championship.com](http://www.british-endurance-championship.com)



Chris Valentine

**British Drag Racing Championship**

Rescheduled: 26th-28th April, Santa Pod, Bedfordshire

Bobby Wallace will defend his 2023 British Drag Racing Championship at Santa Pod's Festival of Power Rescheduled which was moved from its original easter Weekend following excessive winter rainfall. The event combines national championship drag racing with an array of family entertainments. Jets and nitro Funny Cars join Wallace's Pro Mods in on-track action with stunt shows and other attractions featured off-track.

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



Callum Pudge / Santa Pod

**British GT Championship – Silverstone 500**

27th-28th April, Silverstone, Northamptonshire

Following two sprint races at Oulton, British GT stages its first endurance round this month when a monster 40+ entry is expected to contest the Silverstone 500. Barwell Motorsport's Lamborghinis shared the spoils first time out, with Collards Rob and Ricky winning together before Alex Martin clinched a maiden victory alongside Sandy Mitchell. Can they go the distance this time as well?

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



**Kwik Fit British Touring Car Championship**

27th-28th April, Donington Park, Leicestershire

Ash Sutton begins his challenge for a record-breaking fifth title at Donington Park's season-opener, with Tom Ingram and Jake Hill determined to upset the reigning champion's three-titles-from-four dominance. The field includes cars from Ford, BMW, Hyundai, and Cupra, and the weekend will see an all-new 'Quick Six' qualifying format, with a series of knockout sessions for pole on Saturday followed by three races on Sunday.

[www.btcc.net](http://www.btcc.net)



**ROKiT British F4 Championship**

27th-28th April, Donington Park, Leicestershire

The stars of the future are getting ready to hit the track at Donington for Round 1 of the ROKiT British F4 Championship. 2024 is shaping up to be a very exciting year as the grid boasts a great blend of familiar faces in returning drivers as well as many competitors new to the series.

<https://fiaformula4.com>



JEP

**NI Rally Championship – Maiden City Stages**

27th April, Claudy, Londonderry, NI

Maiden City Motor Club celebrates its 50th anniversary with the Eakin Bros Brian James Trailers Stages - round three of the McGrady Insurance Northern Ireland Rally Championship. The event is expected to exceed 70 entries and comprises 41 competitive miles of road rally. Leading entries include Jason Dickson in a Ford Fiesta R5, and Volkswagen Polo mounted Aaron McLaughlin.

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



William Neil / Neilpics.com

**Nova Tyres British Hill Climb Championship**

4th May, Craigantlet, County Down, NI

Craigantlet Hillclimb is a speed event organised by the Ulster Automobile Club and was first held in 1913. It is the only Northern Ireland-based round of the British Hill Climb Championship. Will Hall and Wallace Menzies were winners here last year.

[www.britishhillclimb.co.uk](http://www.britishhillclimb.co.uk)



**Summer Series Auto Test Taster Day**

28th April, Watershed Barn, Winstone, GL7 7JY

Cirencester Car Club (CCC) is holding an Autotest Taster Day which is open to non-members and is an ideal opportunity to come and meet the club and learn how to take part in an Autotest. The event takes place in a flat smooth grass field and is aimed at complete novices and those who just need some practice. CCC members will be present to offer guidance on how to take part and effective driving techniques. You do not need to be a club member, but you will need a free Clubman RS competition licence. The entry fee is £20 per person.

[www.cirencesterclub.com/summer-series](http://www.cirencesterclub.com/summer-series)



**Tyro Trial**

5th May, Grate Farm, Kendal, LA8 8AA

This Tyro Trial is open to all Standard Land Rovers, and competitors may double enter a vehicle. A RS Clubman Licence is required, and the entry fee is £20 per competitor. Signing on and Scrutineering will take place at Grate Farm campsite from 9.15am, with a departure time of 9.45am for a 10.00am start. Competitors must please bring a packed lunch.

[www.bflrc.org.uk/copy-of-shows-rallys-1](http://www.bflrc.org.uk/copy-of-shows-rallys-1)



**Headcorn Autotest Taster Day**

5th May, Headcorn Aerodrome, Kent, TN27 9HX

Maidstone and Mid-Kent Motorclub is holding an Autotest Taster Day at Headcorn Aerodrome, starting at 10.30am to give newcomers a chance to learn about, and have a go at, Autotesting. Experts will be available to give guidance on test procedures, car preparation, driving techniques and more. Free entry for juniors and novices.

[www.mmkmc.co.uk](http://www.mmkmc.co.uk)



RESULTS

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

**British GT Championship**



Barwell's Rob and Ricky Collard made a dream start to their 2024 campaign by converting pole position into Race 1 victory at Oulton Park. Forsetti and Aston Martin's new Vantage also enjoyed the perfect GT4 debut thanks to Jamie Day and Mikey Porter who led throughout the hour-long contest. Then, Alex Martin and Sandy Mitchell proved Barwell's R1 victory was no fluke by winning Easter Monday's second weather-affected 60-minute sprint race. However, their third and first places across the two races was eclipsed by GT4 winners Charles Dawson and Seb Morris who added first place to their R1 runner-up spot.

**Latest Championship Positions**

GT3		GT4	
1st=	Alex Martin 40 points	1st=	Charles Dawson 43 points
1st=	Sandy Mitchell 40 points	1st=	Seb Morris 43 points
2nd=	Rob Collard 35 points	2nd=	Mikey Porter 40 points
2nd=	Ricky Collard 35 points	2nd=	Jamie Day 40 points
3rd=	Ian Loggie 33 points	3rd=	Marc Warren 30 points
3rd=	Phil Keen 33 points	3rd=	William Orton 30 points

**Protyre Motorsport UK Asphalt Rally Championship**



James Williams has taken the early lead in the championship after taking maximum points in his new Orange Amplifiers Hyundai i20 N Rally2 on the opening round – the Legend Fires North West Stages. The 100th driver to register for the series this year on the eve of the event – he and co-driver Ross Whittock put in a masterclass performance through the slippery Lancashire closed roads to finish fourth overall, and top Protyre Asphalt crew.

**Latest Championship Positions**

1st	James Williams	30 points
2nd	Neil Roskell	28 points
3rd	Mark Kelly	27 points

**Motorsport UK British Autotest Championship**



The first round was a 'what if' event for Richard Pinkney, who picked up six penalties during an extremely wet visit to Curborough, to finish in second place, 24.8 seconds behind winner Alastair Moffatt, who kept a clean sheet. Alastair was initially challenged by Chris Chapman and Willie Keaning, but they both picked up four and five penalties respectively during the day.

**Latest Championship Positions**

1st	Alastair Moffatt	30 points
2nd	Richard Pinkney	29 points
3rd	Willie Keaning	27 points

**Reis Motorsport Insurance Motorsport UK English Rally Championship**



The 2024 English Rally Championship commenced in early March with the Malcolm Wilson Rally. Ringing the changes, the event began with a pair of stages in the dark on the Friday evening before resuming to its conclusion on the Saturday. For the second year running, it was won by Elliot Payne and co-driver Patrick Walsh while, overcoming some power steering and clutch issues, Callum Black and Jack Morton guided their 1400cc Suzuki Swift to a category win and now share the overall lead of the Championship. Everyone now has a couple of months to regroup before the second round, the Border Counties Rally, convenes in Jedburgh in mid-May.

**Latest Championship Positions**

1st=	Callum Black	25 points
1st=	Elliot Payne	25 points
3rd=	Ben Jemison	24 points
3rd=	Agnar Sigurdsson	24 points

British Historic Rally Championship

Russ Ormoy / 90Right



Contenders in the Fuchs Lubricants British Historic Rally Championship battled it out over the Get Jerky Rally North Wales in a close-run affair. George Lepley's Mitsubishi Galant VR4 took the early advantage before being sidelined, which sparked a fascinating battle for victory. In the end, it was Nick Elliot and Dave Price who finally stood on the top step of the podium taking their FIAT 131 Abarth to a long-awaited victory, their first since 2021. Second went to Daniel Mennell. He and co-driver Richard Wise only entered the series at the start of the season, and this was only Mennell's second event in the BHRC. Seb Perez and Gary McElhinney in the Porsche 911 were third.

**Latest Championship Positions**

1st	Nick Elliott	53 points
2nd	Adrian Hetherington	42 points
3rd	Matthew Robinson	33 points

McGrady Insurance NI Rally Championship

William Neill / www.Neilpics.com



On the back foot for most of the day Jonny Greer and Niall Burns came through in the end to make it two circuit-based victories in a row at the Race & Rally Stages. Aaron McLaughlin, with Darren Curran alongside, had led the rally until SS7 where Greer took over and remained for the finish. Kyle White, co-driven by Sean Topping, took the final podium place.

**Latest Championship Positions**

1st	Jonny Greer	60 points
2nd	Aaron McLaughlin	54 points
3rd	Jason Dickson	51 points

British Endurance Championship

Chris Valentine



Peter Erceg and Hugo Cook laid down a marker in the inaugural two-hour encounter for the British Endurance Championship, taking the JMH-run Audi GT3 to a convincing win, a lap ahead of JMH stablemates John Seale and Jamie Stanley in a GT3-spec Lamborghini. A stunning performance by Bal Sidhu and Josh Steed in a GT4 Porsche Cayman earned them third overall and the Class D victory.

**Latest Championship Positions**

1st	Peter Erceg / Marcus Clutton / Hugo Cook	32 points
2nd=	Bal Sidu / Josh Steed	31 points
2nd=	Paul Curran / Jamie Callender	31 points

Motorsport UK British Car Trial Championship

Nick Pollitt



A wild, wet, and windy start to the Car Trial Championship on Owen Motoring Club's first round near Bridgnorth saw a titanic struggle between Dave Oliver in the Hillman Imp and the Renault Clio of father-and-son-team Tim and Charlie Dovey. Oliver took the overall victory, with Tim Dovey taking maximum Motorsport UK Championship points.

**Latest Championship Positions**

1st	Tim Dovey	6 points
= 2nd	Charlie Dovey	4 points
= 2nd	Kevin Roberts	4 points
= 2nd	Tim Beard	4 points

Motorsport UK British Rally Championship



Chris Ingram and Alex Kihurani claimed victory on the opening round by taking the top spot at the Legend Fires North West Stages. Ingram blasted through the challenging lanes of Lancashire to four fastest times to secure his maiden BRC win, taking home maximum points in one of the most exciting line-up of series contenders for many years. Irish ace and 2021 Junior BRC champion William Creighton secured second overall, with Meirion Evans giving the Toyota Yaris GR Rally2 an impressive UK debut was third.

**Latest Championship Positions**

1st	Chris Ingram / Alex Kihurani	26 points
2nd	William Creighton / Liam Regan	19 points
3rd	Merion Evans / Jonathan Jackson	16 points

Motorsport UK British Cross Country Championship

Songosport



The BXCC made a successful return with a very challenging opening round near Pickering which was won by Jason Rowlands and Liam Dudley in their Lofthouse Freelander. "It was a good weekend and I'm very happy with the result," noted Rowlands. "The weather had made the course very muddy in places so it was a case of put your foot down and see what happens!"

**Latest Championship Positions**

1st	Jason Rowlands	86 points
2nd	Paul Rowlands	81 points
3rd	Rob Bool	75 points

Motorsport UK British Rallycross Championship

JFB



Father-son duo Ollie and Patrick O'Donovan claimed a victory apiece in the opening two rounds of the Motorsport UK British Rallycross Championship 5 Nations Trophy at Lydden Hill. 2007 title-winner Ollie O'Donovan claimed his first victory in almost six years in round one on Saturday. In Monday's final, Patrick O'Donovan stalled on the start, but then hunted down race-leader McCluskey to take the win.

**Latest Championship Positions**

1st	Patrick O'Donovan	37 points
2nd=	Ollie O'Donovan	28 points
2nd=	John McCluskey	28 points

Motorsport UK Pirelli Welsh Rally Championship

Russ Ormoy / 90Right



Matthew Hirst and Declan Dear stormed to a fourth consecutive, Get Jerky Rally North Wales win last month, taking a win on each one of the event's eight stages. Hirst managed a faultless drive to win the Interclub section of the event by a staggering three minutes. Irishman Dan O'Brien and Mark Glennerster were down in fifth after the opening test, but found the pace to finish second on a rare gravel outing. James Giddings and co-driver Aled Davies had to settle for third.

**Latest Championship Standings**

1st	Matthew Hirst	30 points
2nd	Dan O'Brien	27 points
3rd	James Giddings	25 points

Woodford Trailers British Sprint Championship



Reigning champion Pete Goulding continued good Mallory and Cadwell form with a run off win on the Anglesey National Circuit, and in the second run off Chris Jones in a 1-litre Force took the win. Storm Kathleen's 54mph gusts of wind kept everyone on their toes, and on the Sunday International layout, Steve Miles took both wins, in the wet and in the dry moving him to top of the championship.

**Latest Championship Positions**

1st	Stephen Miles	181 points
2nd=	Pete Goulding	181 points
2nd=	Graham Blackwell	181 points

British Truck Racing Championship

Graham Holborn

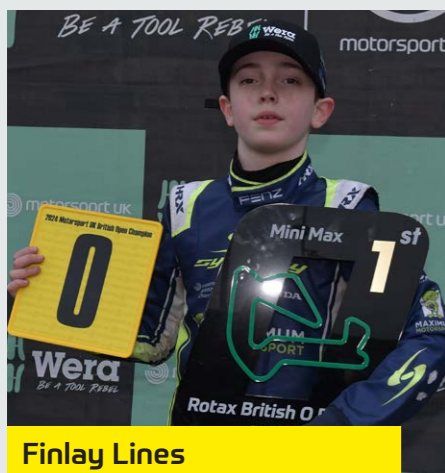


The opening rounds at Brands Hatch brought with it two small pieces of history as the UK's heavyweight series broke new ground with both a Virtual Safety Car (VSC) system and an all-new electric Pace Truck. In Division 1, reigning champion Ryan Smith and local star Steven Powell each claimed a brace of race wins while former title winner David Jenkins concluded his weekend with a controlled victory in the finale. Division 2 saw defending champion Paul Rivett blasting to a clean sweep of race wins and overall victory in the penultimate contest.

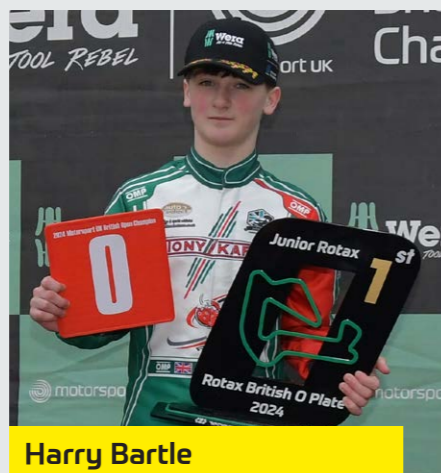
Latest Championship Positions

Division 1		
1st	Ryan Smith	83 points
2nd	David Jenkins	75 points
3rd	Stuart Oliver	70 points
Division 2		
1st	Paul Rivett	92 points
2nd	John Powell	62 points
3rd	Simon Cole	60 points

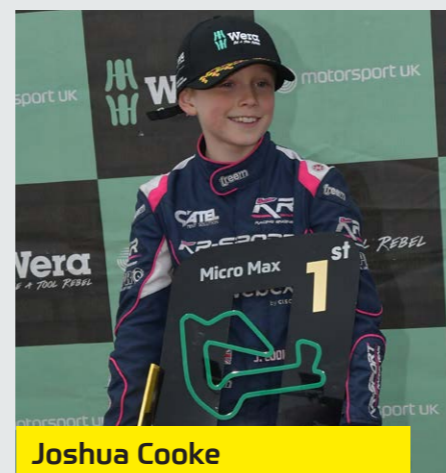
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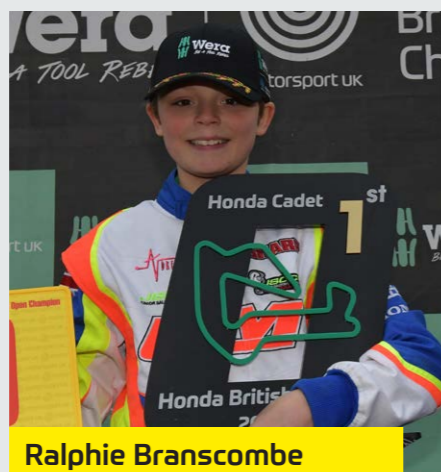
Harry Bartle



Joshua Cooke



Macauley Bishop



Ralphie Branscombe

The Rotax and Honda seasons kicked off at Whilton Mill in Northamptonshire with a battle for the O Plate in five different categories. Ralphie Branscombe took the honours in the Honda Cadet GX200 after holding off Luke McGall by just 0.09s. In the Rotax Cadets category, Micromax UK, Joshua Cooke won ahead of Charlie Page, while in the Intermediate level Minimax 950s Finlay Lines enjoyed a handsome margin over his Synergy Factory team-mate Luca Holmes-Balac. The Junior Rotax, for ages 12-15, was won comfortably by Harry Bartle and the Senior Rotax, for drivers aged 15+, was won by reigning Rotax Junior champion Macauley Bishop.

<b>Honda Cadet GX200</b>	<b>Micromax UK</b>	<b>Minimax 950</b>	<b>Junior Rotax</b>	<b>Senior Rotax</b>
1st Ralphie Branscombe	1st Joshua Cooke	1st Finlay Lines	1st Harry Bartle	1st Macauley Bishop
2nd Luke McGall	2nd Charlie Page	2nd Luca Holmes-Balac	2nd William Antrobus	2nd Lewis Gilbert
3rd Ed Spain	3rd Alfie Garrett	3rd Albert Friend	3rd Lewis Goff	3rd Caden McQueen

All photos: Kartpix

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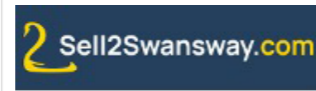
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# The Parting Shot

Mike Faulkner and Peter Foy gave their ex-Simmonite sisters' Fouquet Nissan its British Cross Country Championship debut at the opening round near Pickering this month, finishing with a fine seventh place. Faulkner and Foy started competing on Cross Country events in 2021 after a successful rallying career, which included the Peugeot Rally Challenge, Fiesta ST Trophy, and the Scottish Rally Championship.

"It was great to join the relaunched BXCC" added Faulkner, "the competition was very tough, but we were pleased to get a reasonable finish as we continue to learn the new car."