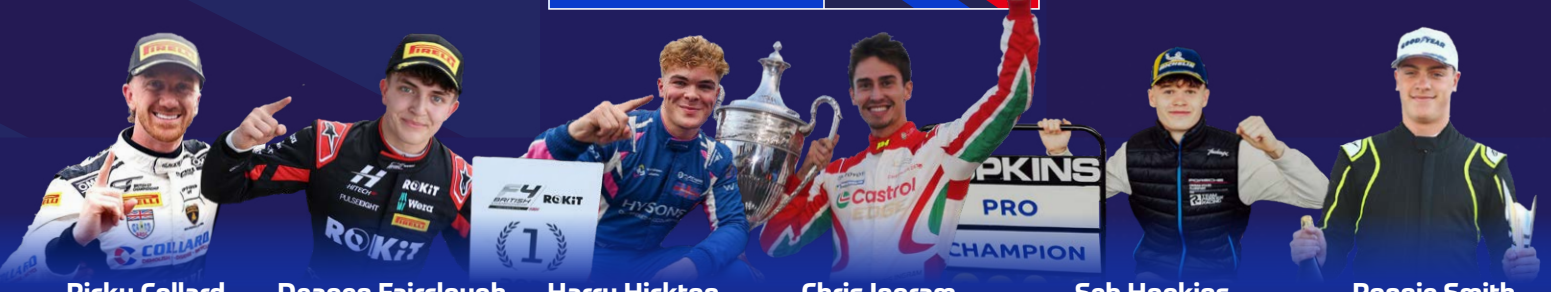
December 2024

Revolution

The official magazine of motorsport UK

ACADEMY CHAMPIONS 2024

motorsport UK ACADEMY



Ricky Collard
BRITISH GT CHAMPION

Deagen Fairclough
BRITISH F4 CHAMPION

Harry Hickton
MINI CHALLENGE TROPHY CHAMPION

Chris Ingram
BRITISH RALLY CHAMPIONSHIP CHAMPION

Seb Hopkins
PORSCHE SPRINT CHALLENGE GB RS PRO CHAMPION

Ronnie Smith
MINI CHALLENGE TROPHY ROOKIE CHAMPION



Henry Howarth
FIESTA ST240 AM CLASS CHAMPION

Ethan Jeff-Hall
GINETTA JUNIOR CHAMPION & FIA OK WORLD CHAMPION

Oskar Dix
PORSCHE SPRINT CHALLENGE GB CLUBSPORT PRO CHAMPION

Finn Leslie
FIESTA JUNIOR MK7 CHAMPION



Marcus Littlewood
RADICAL SR1 CHAMPION

Freddie Slater
F4 ITALIAN CHAMPION AND F4 UAE CHAMPION

Zac Meakin
BRITISH GT4 CHAMPION

Theo Micouris
LIGIER JS P4 EUROPEAN CHAMPION

Max Hall
MINI CHALLENGE JCW ROOKIE CHAMPION



Adam Smalley
BRITISH GT3 SILVER-AM CLASS CHAMPION

Patrick O'Donovan
BRITISH & AND EUROPEAN RALLYCROSS CHAMPION

Louis Foster
INDY NXT CHAMPION

Abbi Pulling
F1 ACADEMY CHAMPION

BRITISH CHAMPIONS

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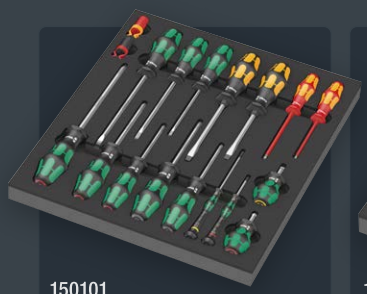
CHRIS JONES' TIPS FOR SUCCESS...

PLUS: RENEW YOUR LICENCE + NATIONAL COURT + CLUB CORNER

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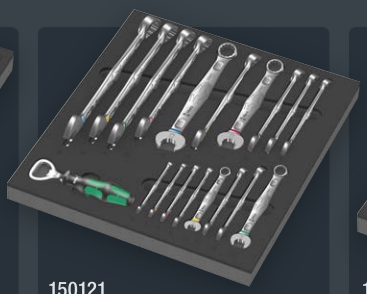
FIRST TWO DRAWERS FULLY LOADED!



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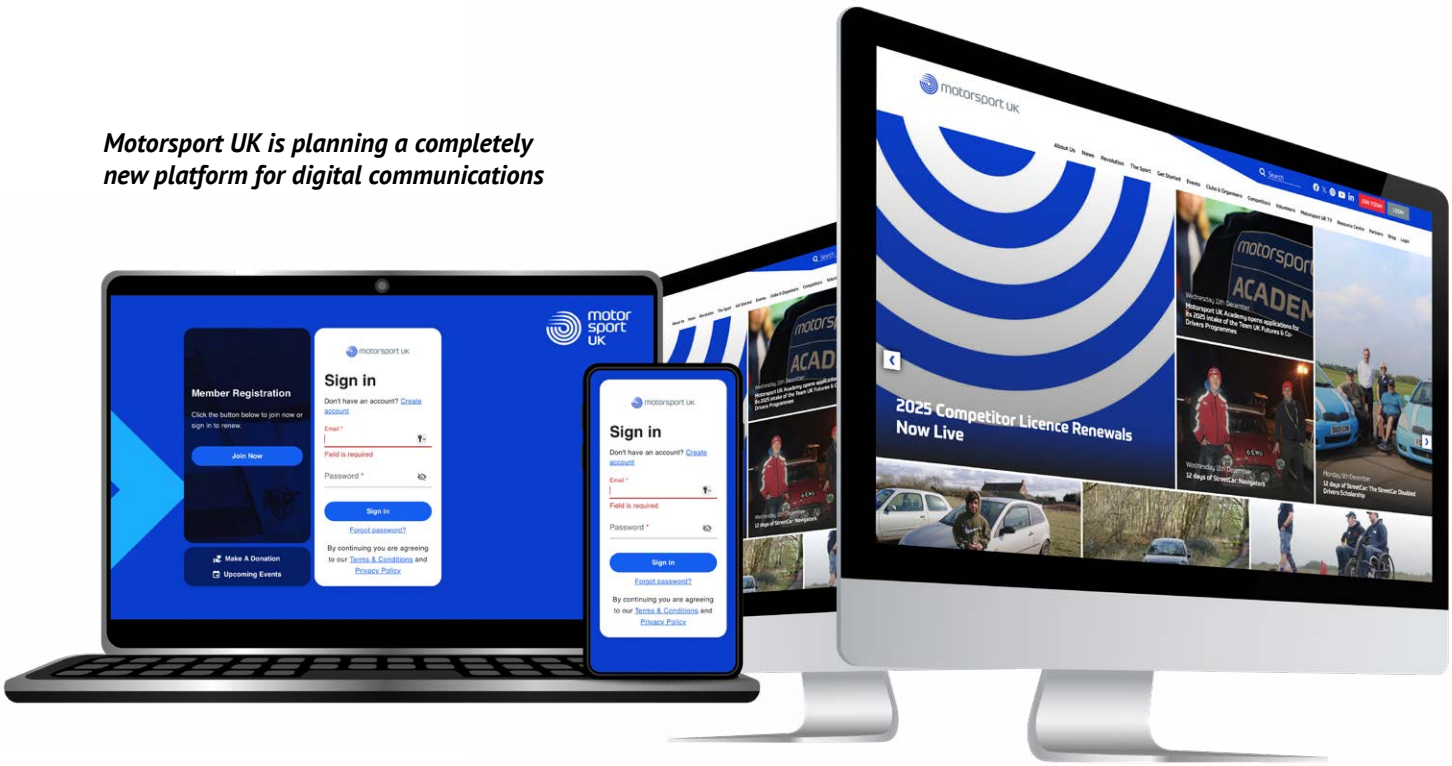
This month I had several occasions to reflect on the changing nature of how we interact as communities. It is the norm that community-based organisations should invest in digital communication platforms that allow their members to access vital information, explore the many facets of operations, and interact with their fellow enthusiasts. Unfortunately, a website seems to have a shelf life of no more than 10 years, after which the digital world has zoomed forwards, and the iterative evolution of your platform becomes ever more complex and dysfunctional. With that in mind, Motorsport UK is planning a completely new platform for our 'digital communications interface', otherwise known in early millennium language as a website!

In reality, it is a lot more than just a website, as behind the simple facade of shiny pictures and videos sits our Learning Hub and Resource Centre, which as many members of the community know, is a vital tool to keep the sport running. To kick off this process, there is usually a comprehensive process of information gathering to discover what works and what doesn't work, and more importantly what the aspirations of the organisation and community are in the future. It is at one of these discovery meetings that I spent today in discussion with our appointed agency that are experts in building complex information-based websites, especially for sporting organisations.

One of the first questions that they asked was how this website should fit into our overall strategy for the sport and our community. It gave me pause for thought to reflect on the changing nature of our community and our membership, especially given the way that society has evolved in the last 25 years. I think it has been a matter of cause and effect over this period of time, given that as the digital world has evolved, so it in turn has influenced and affected the way in which we talk with each other, either directly one to one (now more often than not with a video as an additional tool) or as groups and communities. That is both in the workplace and in our friendship groups and families, nonetheless this ease of communication and connectivity has undoubtedly had an impact on 'meeting up' in person. The hospitality industry has had to go through some difficult lessons in the way in which people now want to meet and be entertained; although in my local town the pubs, bars and restaurants still seem to be pretty packed – at least at the weekends. However, when it comes to the organisation of communities around a common pastime or sport there is every indication that the age-old method of meeting up on a Tuesday night for a pint and a chat about the state of the local tennis courts or football pitch seems to be diminishing. That is vital to us because the 600 clubs that form the fabric and infrastructure of motorsport in this country are the engine that sits behind the vast majority of the almost 4,000 events in the motorsport calendar.

>>>>>

Motorsport UK is planning a completely new platform for digital communications





Major General Dan Reeve met with Hugh to work on access to MOD venues

I was mindful of these things as I spent an enjoyable evening at the beginning of the month with the Association of West Midlands Motor Clubs (AWMCC) at the invitation of their chair, Kevin Witton. Kevin is a pillar of the rally community and is a member of that discipline Committee and also our Regional Committee. Kevin speaks his mind and expresses his views about how the sport can be improved, and I always value his forthright opinion and expert knowledge of so many aspects of the sport. Their monthly venue is the Bromsgrove Golf and Conference Centre that serves as a fine place to meet, and offered a welcome supper beforehand to chat to the members of the committee. Every time I attend one of our regional meetings, I learn something new, and it is truly invaluable. The AWMMC has around 95 clubs and they represent pretty much every discipline in the sport, and this was reflected in the discussions that took place throughout the evening. There was of course plenty of discussion around our new digital platform Sport:80 and I am pleased to report that the vast majority of people welcomed the changes and could see that while there may be some short-term inconvenience, the potential for a more holistic digital universe was clearly there to see. There were some common themes about the need to attract more volunteers and members of the community, and in particular recruiting from outside our immediate friends and family, which is proving increasingly difficult. The advent of StreetCar has had a positive effect, in allowing clubs to communicate a simpler and more accessible proposition for motorsport, and this has benefited clubs across the country. There was much discussion of the challenges for some of the disciplines, including Car Trials, which had lost three rounds due to a combination of the weather, loss of a venue, and lack of entries, all of which have been themes that I have picked up as I have travelled across the country. One point that I think is interesting is the value of Championships and whether that drives people's participation, or if it has now become less interesting, and people prefer to just cherry-pick their events rather than making a commitment for an entire season for a Championship. In some of the grass roots disciplines it has become more and more specialised in the skills required to be at the top of the sport – for example Autotests – and such is the quality of competition at the front of the field, the more casual competitors maybe don't join championships because they have no possibility of competing against these experts.

There was also discussion around the use of Ministry of Defence (MOD) land and a few weeks later we met with Major General Dan Reeve who is the Chairman of the British Army Motorsport Association (BAMA). He has been pivotal in advancing our relationships with the MOD in all its different facets and our ability to access venues, working



The British Kart Championship Awards at Silverstone

Adam Gumbs

in association with our MOD Liaison Officers (MLOs). I can report that there are many innovative ideas being developed, including a much more proactive approach from Motorsport UK and the Army to create opportunities for clubs to access new venues and to protect the existing ones. It is quite staggering the sheer number of MoD sites that are still available across the whole of the UK, with literally hundreds of them in all four corners of the country – but gaining access to them is certainly not easy and does need central coordination from both sides.

A few days later, I had the pleasure of attending the British Kart Championship Awards at Silverstone, a highlight on the calendar. The event brought together some of the brightest talents in karting, and this year it was evident that both the BKC and BIKC have moved up yet another gear. One statistic that struck me was the number of international drivers, coming from 46 countries around the world, illustrating the appeal of competing on UK tracks and the quality of the BKC, that is proudly run by Dan Parker of Motorsport UK. As I mentioned in last month's column, the fact that we have two British drivers as Junior and Senior 2024 World Champions is a mark of our success in the development of drivers in the UK and something that as a country, we should be immensely proud. I have no doubt that Kenzo Craigie and Ethan Jeff-Hall have very bright futures ahead of them. Ethan has already progressed from karts winning the Ginetta Juniors this year. I am sure you will be hearing an awful lot more of these two young men.

I would also like to thank Ian Walford, Managing Director of WERA Tools, for their commitment to supporting single-seater talent in the UK, as partners in the BKC and British F4 and now extending their title sponsorship of the Wera Tools British Kart Championship for a further three years. The vision that Ian has had for WERA Tools as a brand in the UK is inspirational, as they've carved out a niche as the premier tool supplier offering innovation and quality that is unparalleled. They are fantastic to have as a partner and we are immensely grateful for their commitment to the sport.

I think it is fair to say that we are all deeply appreciative of our volunteer community that turn out every weekend to ensure that motorsport is run safely, but perhaps none more so than our medical community of Doctors, Paramedics and Nurses. Our Chief Medical Officer (CMO), Dr Paul Trafford, is a stalwart of the motorsport community, and not only serves as the CMO for the British Touring Car Championship but also Chairs our Medical Cross-Discipline Committee and presides over a vast array of different projects including representing us on the FIA's Medical Commission. I am immensely grateful to "Traff" as he is known by all, for the dedication and energy that he brings to the role, despite the ever-increasing legislative challenges and pressures that we face as a sport.

It is that imperative to innovate and that was the catalyst for Traff to create an annual medical conference. This has been developed with his colleagues who represent not only key facets of the medical profession, but also expertise across

>>>>

The Launch Pad venue at Donington Park hosted the Annual Medical Conference, organised by Dr Paul Trafford (pictured, right)





Courtesy of the Royal Automobile Club

Bob Dance with his RAC Lifetime Achievement Award

all the disciplines of motorsport. This year we were grateful for the gift by Dr Jonathan Palmer, the Founder and Owner of MSV, to provide facilities at his Donington track free of charge for the conference. The specific building, called The Launch Pad, is an innovative space designed for car launches and other product displays and allowed us to welcome over 80 members of our medical community to listen to expert speakers from both within the sport and beyond. There are certainly many challenges that we need to confront in the coming years, not only in our quest to make the sport ever safer, but also to meet the expectations of society with increasing levels of legislation that are designed to protect members of the community. It is amazing to think just how far motorsport safety has come. In my lifetime the events that took place and incidents that I have unfortunately witnessed, are very rare occurrences, and this is because of the hard work of people who have championed to raise the standards and not rest until those improvements have landed. I am deeply grateful to everybody who took part in the medical conference, and I hope that the ideas that spin out from this will manifest themselves into our sport.

Towards the end of the month, I was a guest at the Royal Automobile Club's 2024 Historic Awards, held at the Clubhouse in Pall Mall. This was a fantastic celebration of so many amazing achievements and the people that keep the historic motorsport industry alive and thriving. I was fortunate to spend the evening sat next to Clive Chapman, son of the great Colin Chapman, and to hear the stories about his father and the drivers that he grew up with. The star of the evening for the RAC Lifetime Achievement Award was Bob Dance, who was a constant presence in the Formula 1 pitlane for some 30 years as a mechanic at Team Lotus, including Chief Mechanic from 1977-1994, and as such a witness to some of motorsport's greatest moments, as well as some of the greatest drivers of Formula 1, from Jim Clark to Graham Hill, Mario Andretti and Ayrton Senna. It is an extraordinary career, having worked on everything from the all-conquering Lotus 49 to the 79s with their groundbreaking ground effect aerodynamics.

This month illustrates the sheer diversity of the sport and the wonderful characters that populate it, keeping it so vibrant and successful. On that note, I would like to thank everybody in our community for making 2024 a successful year and for your contribution to the sport and fabric of our industry. For that I am immensely grateful.

Wishing everybody a very happy Christmas and successful New Year in 2025.

Best regards,
Hugh Chambers
CEO, Motorsport UK

FROM TEAM

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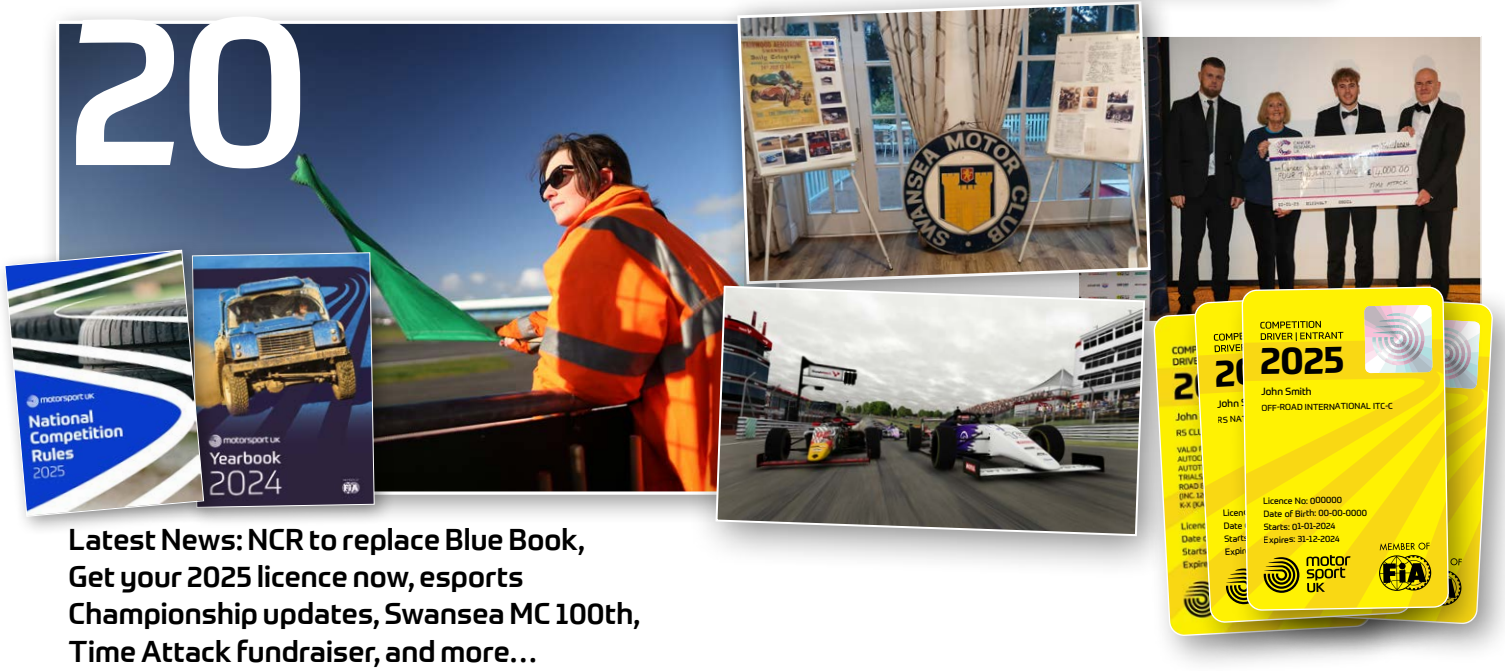
It has been a great year for the **Motorsport UK Academy** – and this issue we celebrate the winning graduates across the motorsport landscape, plus have a round-up of the **British Championship winners**. In **Club Corner**, Sheffield and Hallamshire Motor Club reaches its 120th anniversary, while in **Lessons Learned** 2024 British Sprint Champion Chris Jones reveals his top tips for success. Plus, we have the latest **National Court** reports, news on the NCR release, esports championships and more…

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Celebrating a year of Motorsport UK Academy champions

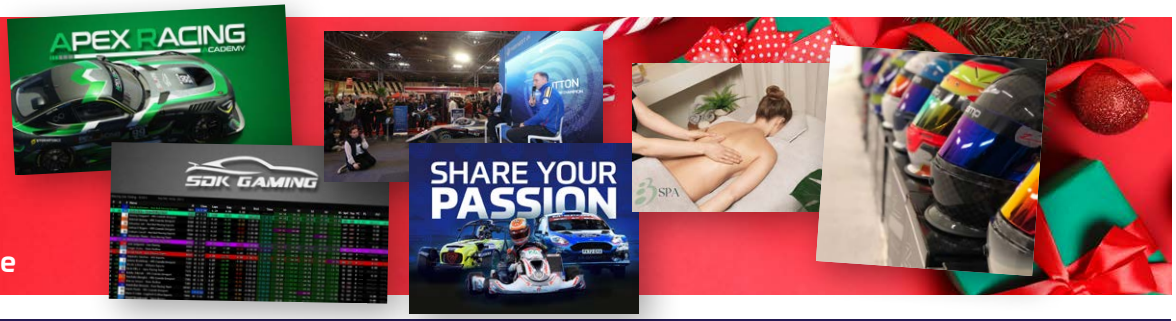
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Latest News: NCR to replace Blue Book, Get your 2025 licence now, esports Championship updates, Swansea MC 100th, Time Attack fundraiser, and more…

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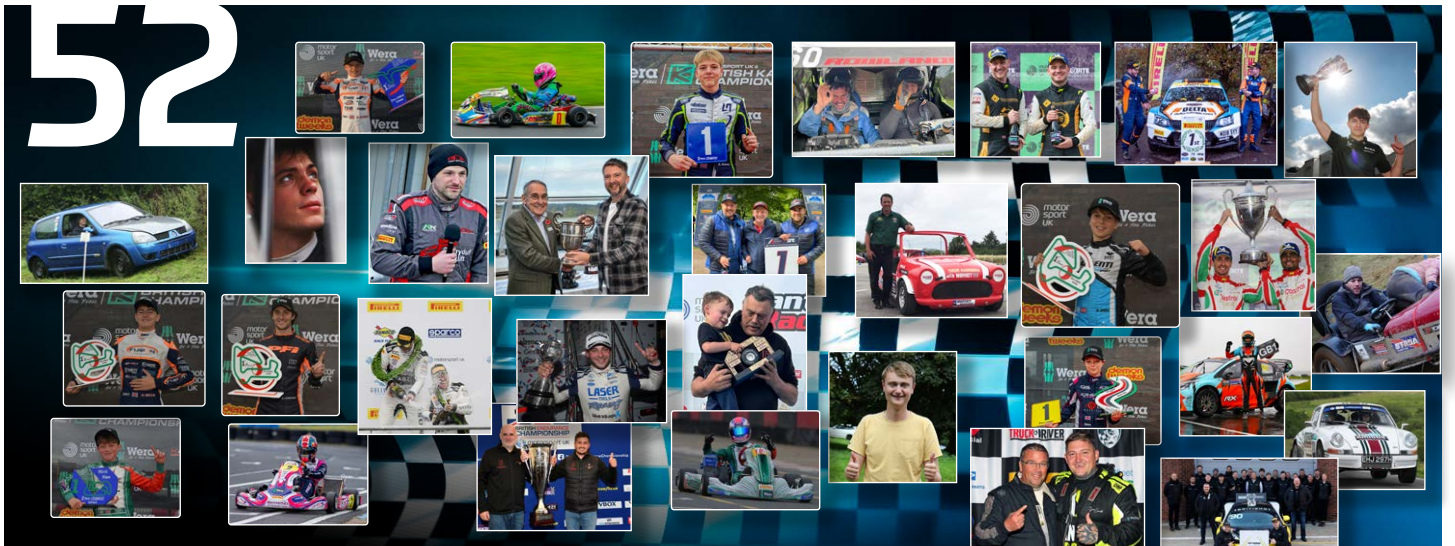
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Lessons Learned... with Chris Jones

Celebrating a year of Motorsport UK Academy champions

This has been an incredible year for the Motorsport UK Academy, with the current cohort and recent graduates securing a record-breaking 19 champions – and a few vice-champions – across the country and further afield.

The Academy is a performance pathway for the UK's future stars, offering opportunities to learn, develop, thrive and ultimately unlock their full potential. Through the years, it has supported hundreds of young drivers in their quest to be the best, with stars such as Lando Norris, Tom Ingram and Elfyn Evans among its alumni.

Across the four distinct and separate programmes, expert coaches, partners, and staff work together to prepare drivers and co-drivers for the world of high-performance motorsport and beyond. It provides these programmes independently at no financial cost to the athlete and with no vested commercial interest. The only goal is developing the sport's best talent.

The **Team UK** programme brings together a national squad of elite competitors and offers each a bespoke one-to-one programme to help them compete at the sport's top levels.

The **Futures** programme focuses on competitors aged 15-24 and has sections for drivers and co-drivers. It offers industry insight, workshops and camps, education sessions, bespoke online and in-person events and one-to-one support.

The **Enhanced Diploma in Sporting Excellence (DiSE)** programme, open to 16-18-year-olds, is a two-year course that combines motorsport and education. Operated in collaboration with Loughborough College, it offers sporting and academic support for talented drivers and co-drivers, and includes physical and psychological development, media and sponsorship training, and one-to-one coaching sessions.

Enhanced Diploma in Sporting Excellence (DiSE)



Gibbons / James Roberts

Henry Howarth

Airtec Motorsport Fiesta ST240 Am Class Champion

Facing an intense contest in the Amateur class in his first motorsport season, this JamSport Racing driver took the title at the final round having started the season-ending weekend with just three points separating him and rival Archie Johnson on dropped scores.



JEP

JEP / Dom Gibbons

Ethan Jeff-Hall

Ginetta Junior Champion

In his rookie year, this 16-year-old certainly made a name for himself. As well as taking the Ginetta Junior title in a pulsating season-finale, he also won the FIA OK World Kart Championship Finals at PFi and will step up to British F4 in 2025.

>>>>>

Enhanced Diploma in Sporting Excellence (DiSE)



Oskar Dix

Porsche Sprint Challenge GB Clubsport Pro Champion

This 18-year-old was in remarkable form this season, finishing on the podium 16 times out of a possible 18. He sealed the title after securing an impressive double win at Brands Hatch in front of a sold-out crowd.





Finn Leslie

Fiesta Junior MK7 Champion

In his first year of racing, this rookie secured the Class crown by a single point on dropped scores. He closed out his success at Silverstone in October after a tight battle with strong rival Jacob Hodgkis.

>>>>>

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Futures



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Freddie Slater

F4 Italian Champion and F4 UAE Champion

This double Champion cemented his credentials as one of the world's hottest young prospects this season. He sealed the Italian crown with his 13th win of an extraordinary campaign, equalling the record set by Mercedes F1-bound Kimi Antonelli.

JEP



JEP

Zac Meakin

British GT4 Champion

Four wins across nine rounds of the season helped Meakin and team-mate Jack Brown secure the title for Optimum Motorsport, winning the season finale at Brands Hatch to overturn a 3.5-point deficit.

Photos: Ligier European Series / DPPI



Theo Micouris

Ligier JS P4 European Champion

Victory in the first two races gave this former Radical Cup champion a strong start and he racked up an impressive tally of three wins, nine podiums, seven fastest laps and six lap records across the 11 races to take the title and become the latest Ligier Rising Star.

JEP



JEP / Dom Gibbons

Max Hall

MINI Challenge JCW Rookie Champion

An impressive season saw this first-timer take five wins and five other podiums on his way to securing the rookie crown as well as claiming the runners-up spot in the overall standings in the final round of the season.





Marcus Littlewood

Radical SR1 Champion

This former Academy Driver of the Year continued to make his mark in a hard-fought title battle with Sam Shaw that went beyond the final chequered flag. Shaw won the last race, but his 20-second penalty for exceeding track limits gave Littlewood the win, and the crown.

>>>>

Team UK



Alpine / NCH PHOTO

Abbi Pulling

F1 Academy Champion

This 21-year-old dominated the F1 Academy with a record-breaking nine wins, sealing the title with a double victory in Abu Dhabi. She also competed in British F4 and became the first female to win a race in that series when she triumphed at Brands Hatch in May.



Adam Smalley

British GT3 Silver-Am Class Champion

This talented 23-year-old won his fourth British motorsport title this season, his latest crown coming after winning a sixth Class victory in July, and with two race weekends still left to run. He also won the Silverstone 500, securing the prestigious RAC trophy.



Jan Kaare Rafoss

Patrick O'Donovan

British Rallycross Champion and European Rallycross Champion

The class of the field in British Rallycross, this 20-year-old secured his third straight title on home soil and enjoyed a successful campaign overseas, winning the European crown with three victories from four races.



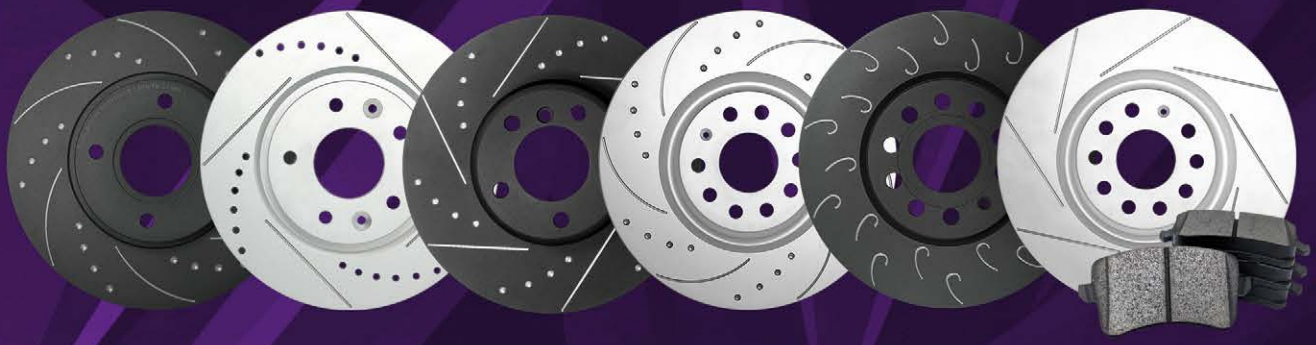
Travis Hinkle / IMS Photo

Louis Foster

Indy NXT Champion

Just two years after moving to the USA, Foster secured the Indycar feeder series title in the penultimate race of the year, with seven race wins and 12 top-five finishes. He will now compete at the top level in 2025, joining the Rahal Letterman Lanigan Racing team.

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Graduates



Photos: JEP

Deagen Fairclough

ROKiT British F4 Champion

This former sim racer dominated in his second season of F4 and secured this coveted title at Silverstone, not only becoming the first driver to wrap things up before the season finale, but also winning an unprecedented number of races.

Ricky Collard

British GT3 crown

Alongside his dad Rob, this talented GT debutant played a crucial part in becoming only the second father-son pairing to ever take the title. The pair headed into the finale with a commanding 24.5-point lead and held on to finish the job.



Photos: JEP



JEP

Harry Hickton

Vertu Motors Mini Challenge Champion

This 18-year-old driver started off with a double win in the opening round of the year and took the season to a thrilling finale at Brands Hatch, overhauling a 31-point deficit to team-mate Sam Gornall to secure the title by just two points.



Photos: JEP



Chris Ingram

British Rally Champion

This well-known Rally star and former European Champion added his name to an illustrious list of British title winners including Colin McRae, Richard Burns and Elfyn Evans. He and co-driver Alex Kihurani secured the crown with a season-ending victory on the Cambrian Rally.

Seb Hopkins

Porsche Sprint Challenge GB RS Pro Champion

This Team Parker Racing driver got the better of rival Max Coates in a championship battle that went down to the final weekend of the season. His third place in the final race was enough to secure the title by a single point.



porschesport



Photos: JEP



Ronnie Smith

Mini Challenge Trophy Rookie Champion

This first-time Cooper Class racer immediately marked himself as one to watch, with an impressive performance in the opening race of the season at Snetterton, and then went on to secure the rookie title with two races to spare.

Honourable mentions



Will Orton

British GT4 Pro-Am Vice-Champion



Dutch Photo Agency

Reza Seewooruthun

F4 Bronze medallist FIA Motorsport Games



Sandy Mitchell

British GT3 Vice-Champion



Sam Neary

British GT3 Silver-Am Vice-Champion



Mikey Porter

British GT4 Silver Champion

Regulations Update

NCR to replace Blue Book

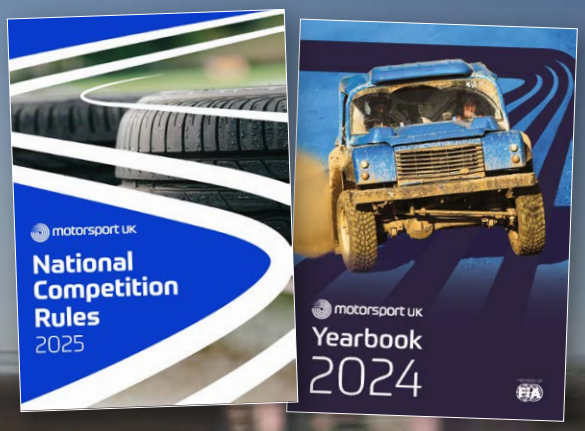
2025 will see the transition to a new form of motorsport regulations

Motorsport UK has been trialling new National Competition Rules (NCR) throughout 2024 in a move towards modernising and improving the accessibility of the rules that govern the sport. Clubs, Officials and members have been using and giving feeding back on the new document, and these have now been published in a simple PDF format so that everybody can get familiar with them.

Why Change?

The Motorsport UK Yearbook, commonly known as the 'Blue Book', has served as the bedrock for all Permitted four-wheel motorsport activity within the UK, ensuring that we have a sport which is safe, fair and fun. The Yearbook, in its current printed format, cannot deliver an efficient cross-reference, and was built upon many years of constant regulatory change. The Yearbook was therefore outdated in several areas, cumbersome to use, with some inaccurate content that is no longer current practice, and occasional poor grammar and incorrect references.

As a member of the Fédération Internationale de l'Automobile (FIA), Motorsport UK is obligated under the International Sporting Code to provide our sport with National Competition Rules – which are referred to as 'NCR'.



As this change was being implemented, Motorsport UK has taken the opportunity to review the Yearbook, its format, structure, and contents, with the aim of re-presenting the regulations as National Competition Rules from 2025. The transition away from the Blue Book is primarily an overhaul of the format, with only minimal material amendments to the existing regulations. The essence and standards of the sport remain unchanged, and the revisions ensure that all participants can easily access and interpret the regulations while maintaining the integrity of the sport.

The work to prepare the new NCR began back in 2019, with extensive consultation from Specialist Committees within Motorsport UK, under the guidance of the Rules Committee and with oversight from the Motorsport UK Board. The adoption of a digital-only format, and the introduction of discipline-specific sections, aims to enhance clarity, accessibility, and navigability for all participants.

Throughout 2024, a working trial version of the NCR has been tested at numerous Events across all disciplines. This has provided valuable feedback and ensured continued improvements and edits of the document. The NCR has been subject to an extensive specialist Committee consultation. Defunct regulations have been removed, text has been tidied and simplified wherever possible.

Hugh Chambers has recorded an introductory video on the rationale of the move to NCR, and you can view that **HERE**.



Benefits for all

The digital format of the NCR will allow updates to be published live, and for each participant and official to have efficient access to the most up-to-date version. This means that Clubs, Officials, and Members will all be able to:

- Access quicker and easier to apply Regulation amendments, corrections and insertions
- Use hyperlinks directing them to the specific cross-references
- Follow a more logical progression through the regulatory landscape
- Download and access discipline-specific yearbooks.

How to use the NCR

The new text is intended to be digital-only and by spring 2025 Motorsport UK will launch an app-based system that will have a search function, hyperlinks between all the different elements of the book, and many other additional features.

A key highlight of the 2025 NCR is the introduction of discipline-specific 'Yearbooks'. Each sporting discipline will be able to download the core Chapters 1-11 with its respective discipline Chapter – such as Chapter 12 for Race, and Chapter 13 for Rally. To provide better navigation, all the material wording for a discipline is contained in its own chapter, eliminating the need for cross-referencing across various Chapters.

The 2025 NCR also consolidates vehicle requirements, previously scattered across sections J and K, into a single comprehensive Chapter 7 (Competitor Vehicles and Vehicle Safety Equipment). Similarly, all Competitor Personal Protective Equipment (PPE) guidelines are now conveniently placed within Chapter 9.

Each Chapter is split into multiple Appendices for ease of reference. The Appendices are further broken down into Articles, meaning references to the Regulations will now be displayed as 'Ch.1 App.1 Art.1', for example.

Future changes to the NCR

The process of Regulation alteration will not change with the introduction of the NCR. As is current procedure, new or amended Regulations are proposed by the Specialist Committees and subsequently made available to the community for consultation, where appropriate. The publication of the respective Committee's Action Sheets will begin a period of consultation – usually 21 days – that will end on the date advised within the document. Once the consultation period has concluded, the proposed Regulations will either proceed to the Rules Committee for discussion and support, or will be returned to the respective Committee for further consideration. Once the Regulation is in its final agreed form, it will proceed to the Motorsport UK Board for final ratification (in original form or amended as required).



Any Motorsport UK member can provide feedback directly on the NCRs at **NCR@motorsportuk.org**

To explore the trial National Competition Rules in the Resource Centre, please click **HERE**.

James Roberts

Marsh

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To find out more visit:

www.marshsport.co.uk/motorsportuk

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MOTORSPORT UK CHRISTMAS GIFT GUIDE



Zamp Helmets

Zamp Helmets EU offers high-quality, affordable helmets with cutting-edge technology. Perfect for karting and most other disciplines. The range meets safety standards FIA 8859-2015 and Snell SA 2020 at affordable prices. Choose from sleek designs or bold graphics and personalise with a wide range of accessories. Zamp is making racing accessible while also allowing you to elevate your performance. Use code **Motorsport10** at checkout to receive 10 per cent off.



Apex Racing Academy

iRacing is the world's most advanced driving simulator, so enthusiasts need professional help setting up their cars and learning techniques to beat the competition. Apex Racing Academy users get all the help they need with an annual Silver subscription. Get 40 per cent off with the code **MSport2024**.



SDK Gaming iRacing Overlays

SDK Gaming provides the most powerful iRacing overlays and accurate live timing software on the market. Display a detailed timing screen on a second screen to instantly review your performance, integrate an overlay into your race screen or display an overlay on your Twitch stream for F1-style timing towers and data. Get 40 per cent off an annual SDK Gaming subscription with the code **MSport2024**.



Autosport International

At the show will be a range of motorsport clubs and championships, covering the grass roots and karting, and elite competitions. Plus, every weekend ticket includes access to the 5,000-seat Live Action Arena – with smoking stunts, deafening drifting, and racing thrills. Head to autosportinterational.com and claim your £15 Motorsport UK discount by using code **Fifteen** at the checkout.



Bicester Hotel Golf and Spa

Treat yourself or someone special to the ultimate winter retreat at Bicester Hotel Golf and Spa. The experience includes full access to our luxury facilities, a delicious two-course lunch, robes, slippers, and use of the tranquil spa garden, and choose from; Back Scrub, Mini back massage, and Express facial. Rejuvenate your body and mind this winter. Book now and let relaxation take over!



Motorsport UK Starter Packs

Give the gift of motorsport. Motorsport UK Go Karting, Go Racing and Go Rallying Starter Packs are the first step in getting behind the wheel. Packs include an instructional video, and all the information you need to get started. A gift wrapping service is available within the Motorsport UK shop.

Renew your licence for 2025

A Motorsport UK competition licence allows you to enter sanctioned events at licensed venues, with trained volunteers and officials on hand, to keep the sport safe, fair and fun. Your competition licence provides you with:

Peace of Mind – Competing with Motorsport UK means you are covered should an accident happen. Through our partnership with Marsh Sport, we provide Personal Accident Insurance for all competitors, with International competitors also benefitting from medical expenses and repatriation cover while participating in events permitted by an FIA ASN. All Motorsport UK permitted events you enter hold our gold standard £100M public liability cover.

The Motorsport UK licence fee also supports the growth and governance of our sport. This includes:

Club Support – The dedicated Club and Community Development Team support our network of motor clubs at the heart of the sport across the country, managing initiatives such as The Motorsport UK Club Development Fund, The Club Toolkit, Club Webinars and the StreetCar programme.

Sport Development – Recent examples include the introduction of new championships, such as the British Indoor Kart Championship; New permit types, such as the popular evening Autotest events; New licence types to help welcome new members into the community, and the development of the esports community including the introduction of new British Championships in this discipline.

Volunteers are the power behind our sport, and Motorsport UK's Volunteer Development Team provide the training and development pathways to enable them to deliver high standards of marshalling and officiating at events across the UK, as well as providing their expertise to events around the world. Our trainers, instructors and coaches deliver learning and development programmes and courses across the UK, as well as providing training and consultancy to other motorsport ASNs (National Sporting Authorities) as one of the FIA's Regional Training Providers.

Race With Respect – Race With Respect to ensures the sport remains safe, fair and fun for all. By entering a Motorsport UK event, you agree to follow and are protected by the Respect Code. For more information on this and how to report a concern, visit **www.motorsportuk.org/racewithrespect**

Safeguarding Support – Everyone involved in motorsport has a part to play in supporting the enjoyment and safety of its participants. Motorsport UK's Safeguarding Team are available to offer centralised support, best practice guidance, and the provision of policies towards safeguarding Children and Adults at Risk.

A digital future – In 2024 Motorsport UK has launched the first stage of its completely new motorsport management platform, powered by Sport:80. For the first time ever, all licence renewals can be done online; and within your pack you will find further information on how to login to the Motorsport Management Platform and the steps to follow for your 2025 season.

For many, we know the traditional paper renewal form is still preferred, so this remains an option, but encourage you to embrace the digital offering to maximise your membership. Further information is available on **www.motorsportuk.org/sport80**

Exclusive Member Benefits

As a member of Motorsport UK, you get world leading insurance cover, and you gain access to our Member Benefits Programme, offering exclusive discounts and offers from major retailers that can help offset the cost of competition, and as well as your daily expenses. These are available to you when logging into the Motorsport Management Platform from the website.

- halfords – Discounts in-store and online at Halfords
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2024 British F4 Esports Championship concludes

Henry Moore and Graham Carroll have been battling it out for the 2024 British F4 Esports Championship since Round 1, and Round 8 at Brands Hatch was to be the title decider.

The previous Round did not go well for Moore, which included picking up a non-qualifying penalty, and this put Carroll in front before the racing began. Isaac Price took pole position for Race 1, with Matt Caruana alongside. Remy Gilbert and Carroll were on the second row, with Moore back in 23rd.

The leading pack remained unchanged for much of the race, with title-hopeful Carroll keeping out of trouble, and possibly securing the title if Moore struggled with the traffic. At the flag it was Caruana with his second win in a row, followed home by Gilbert, and Price in third – his first podium of the season. Carroll took fourth place, which was sufficient to claim the 2024 Championship, as Moore had climbed to 12th, but it was not enough to keep hist title hopes alive.

In Race 2, with the Driver's title secured, the emphasis switched to the teams' battle, where Guild Esports and Ferrari Esports were still jostling for supremacy. Leo Brown claimed the reverse grid pole position, giving Guild an edge, but Ferrari had Gergo Baldi and Carroll in third and fourth, so the race was definitely on.

Brown successfully held off the advances of Williams Esports' Moreno Sirica until the second half of the race, when the Italian driver passed him at Hawthorn Bend. Baldi tried to do the same, but instead allowed Carroll through with just 5 laps to go. Now released, Carroll took second place at Paddock, before pulling the same move on Sirica on the penultimate lap. At this point, the live Teams' Championship standings had Guild leading by only six points – but then a drive-through penalty for Baldi ruined Ferrari's chances.

Race 2 finished with Carroll, Sirica and Brown on the podium. Caruana claimed fourth place, and Gilbert was fifth – the Teams Title belonged to Guild.

As 2024 British F4 Esports Championship champion, Graham Carroll will be presented with his British Championship Trophy at the star-studded Motorsport UK Night of Champions ceremony held at the Royal Automobile Club in Pall Mall, London.







UK FF1600 Esports Cup

The championship title for the 2024 UK FF1600 Esports Cup was also being decided at Brands Hatch, where Mark Fletcher and Shoma Shintani were each with in grasping distance of the trophy. After the dropped scores were taken applied, it was Fletcher who held a decent lead, but he needed two good results to bring home the championship title.

In Race 1, Shintani took pole position, with Fletcher back in fourth. Once again, the race to the title was on.

A slipstreaming battle at the front had Crofton Woodhatch, Shintani and Fletcher all changing positions, and Lewis Wherrell and Hans Jakob Sivertsen Mollatt chasing hard. On the final lap, Woodhatch challenged Shintani for the win, but lost his second place to Wherrell on the run to the line. Fletcher finished fourth, which was sufficient to keep one hand on the title.

For Race 2, the reversed grid draw started with Corey Alleyne on pole. Fletcher was fifth and Shintani in eighth. On the first lap Alleyne was nudged off at Surtees, and Sam Sanders took up the lead.

Woodhatch had risen to second place by lap two but was passed by Fletcher at Paddock Hill Bend. Fletcher then had to resist attacking moves from Shintani, allowing Sanders able to extend his lead. Woodhatch almost overhauled Sanders, however it was Shintani who, on the last lap, challenged the race leader leader on the final straight. It wasn't quite enough though, and he just missed out on the win, and with Fletcher claiming fourth, the title slipped away too.

So the 2024 UK FF1600 Esports Cup title goes to Mark Fletcher. Both he and Shoma Shintani will be invited to join the 2025 British F4 Esports Championship grid, where their on-track rivalry can continue.





Official FF1600 Trophy launched on iRacing

Motorsport UK has launched its first official iRacing series for 2025 – The Motorsport UK FF1600 Trophy by Thrustmaster.

The series will last for 12 weeks with a 20-minute race taking place every hour throughout the season. Any driver on iRacing with a D licence (or above) will be able to take part in the season and test their skills in the Ray FF1600 car.

"The launch of this new series signifies a step forward for Motorsport UK Esports and places it firmly on the sim racing industry map," announced Head of esports Paul Crawford. "I hope that the variety of circuits, and the number of races being offered, will encourage even more drivers to have a go."

The series predominantly races on the much-loved UK circuits, but with the inclusion of several European locations during the season:

- **Week 1** – Silverstone National
- **Week 2** – Brands Hatch GP
- **Week 3** – Snetterton 200
- **Week 4** – Oulton Park International
- **Week 5** – Thruxton
- **Week 6** – Donington National
- **Week 7** – Cadwell Park
- **Week 8** – Oulton Park Island Historic
- **Week 9** – Sachsenring
- **Week 10** – Knockhill International
- **Week 11** – Zolder
- **Week 12** – Brands Hatch Indy

If you are interested in taking part, then sign-up for the Motorsport UK esports membership **HERE** which costs £27.99 for 12 months, and includes access to exclusive discounts on equipment, setups, coaching, along with allowing early access to Motorsport UK community events. Members can also access 12-month subscription to iRacing, plus the FIA F4 car, enabling drivers to get involved in the iRacing series.

>>>>>

ButtKicker Britcar 24hours of Silverstone



Featuring two classes of endurance racers, GT3 drivers could choose from cars such as the Audi R8 LMS Evo II, Ferrari 296 GT3, BMW M4 GT3 and in GT4 the Mercedes-AMG GT4, Aston Martin Vantage GT4, Porsche Cayman GT4 Clubsport, McLaren 570S GT4, BMW M4 GT4 were the options available.

Each class-winning team would claim a ButtKicker Gamer system and Hapti Connect Software as their prize.

For added realism, the in-sim game date was set to 28th-29th September 2024, and run to a timetable which mirrored the real-world race held on that weekend. The race started off foggy, but cleared up until 7am when the rain showers arrived around 8am onwards, and then drying for the finish at midday.

It was the Audi R8 LMS Evo II GT3 of WSR Esports ButtKicker, driven which edged into Pole Position, just 00.034 seconds ahead of the BMW M4 GT3 run by Sim Dynamics. In GT4, Team GreenPrint were over eight seconds clear of Satellite Racing who put their Aston Martin Vantage GT4 on P2.

After 24-hours and 687 laps, featuring everything that an autumnal Silverstone could throw at them, 2023 winners WSR Esports ButtKicker added another victory to their role of honour. Second place went to Basic Racing Team (B.R.T) who brought their Mercedes-AMG GT3 2020 home a lap later. Third place Project 91 Racing Team completed the podium and took fastest lap of the race as well.

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- ✓ **Simulator Sales:** Invest in your own high-quality simulator for dedicated training and entertainment.
- ✓ **Simulator Consulting:** Receive expert advice on simulator setup, configuration, and training programs.
- ✓ **Event Support:** Leverage SimStaff's experience to deliver engaging and immersive simulator experiences at your events for brands and sponsors.

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Regardless of your preferred motorsport discipline – Formula, GT, Rally, or beyond – SimStaff has the solution for you. The simulators are meticulously tested, developed and improved to replicate the nuances of real-world tracks, allowing you to hone your skills in a safe and controlled environment

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The power trio

In the realm of motorsport simulation, three key technologies have revolutionised the way drivers train, and teams optimise performance – data analysis, force feedback, and laser scanning.

- ✓ **Data Analysis:** By analysing telemetry data from simulator sessions, drivers and engineers can identify areas for improvement, such as braking points, cornering speeds, and gear shifts – this can overlap with real-world data, offering you a unique advantage.
- ✓ **Force Feedback:** This technology enhances the realism of simulator experiences by providing physical sensations that mimic real-world driving, helping drivers develop muscle memory and spatial awareness. You're no longer just relying on your eyes, but other sensory inputs as well.
- ✓ **Laser Scanning:** This advanced technology creates highly accurate virtual representations of racetracks, allowing drivers to experience the nuances of each circuit or rally stage, and better prepare for real-world challenges.

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Discover your Drive programme finds its winner

The F1 Academy Discover your Drive programme had 19 of its drivers take part in the British Indoor Karting Championship (BIKC) Regional Finals this year, an increase of 850 per cent on 2023. Held in September, the Local Finals had drivers battling it out on track, with the top five cadets and top six juniors qualifying to the Regional Finals.

The successful girls then progressed to the Regional Finals across three locations in October, competing against a strong field of national karting talent, and then on to the National Finals, and in early November, held at TeamSport Karting in Warrington.

Freya Lally, one of the F1 Academy Discover your Drive programme drivers, qualified first during the Regional Finals, at her local track in Stockton in the Cadet class. In the National Final, Lally placed ninth overall and was the top finisher among the other F1 Academy Discover your Drive programme drivers, winning herself a fully-funded season in Club100 next year.





Motorsport UK will be back at Reis Race Retro in 2025 – Get your member discount today

Reis Race Retro has partnered with Motorsport UK for the 2025 event, on the weekend of the 21st to 23rd February at Stoneleigh Park.

Bringing together thousands of fans, drivers, over 200 exhibitors, iconic cars and the chance to get up close with motorsport legends, Reis Race Retro is returning for 2025 to get the season started.

Motorsport UK will be in present at the show to process 2025 licence renewals and answer any queries from our membership on Stand 227 in Hall 2.

Motorsport UK members can get a discount of £3 off tickets to the show. Login to your member benefits portal to access this exclusive offer – **https://memberbenefits.motorsportuk.org**

Charity fund raiser success

Motorsport UK Club Time Attack introduced a new driver initiative for 2024, whereby the Club would raise money for a nominated charity from any driver who failed to enter an event on time, but who was happy to pay a 'late fee'. These fees were then totalled by the club and handed over to the charity as a donation at the end of the year.

The drivers chose Cancer Research UK, and through this initiative Time Attack raised £4,000. At the clubs recent annual Gala Dinner, a raffle raised further funds for this worthy cause and brought the total to a huge £6,970.00.

Andy Barnes, Managing Director of Time Attack, said, "from the frustration of last-minute entrants to our events, comes a wonderful positive gift – I would highly recommend this initiative to other clubs."



Time Attack overall champions Ryan Cunningham, Lwi Edwards and Andy York present the donation to Mal from Cancer Research UK

ADVERTORIAL

GO BESPOKE

Begin your bespoke journey with LH Motorsport









LH Motorsport was founded in 2016 by well-known rally competitor Bryn Pierce. Primarily set up to handle the import of a single specific bespoke racewear manufacturer, the company has become known as the 'go to shop' for multi brand bespoke racewear.

Although LH does stock equipment to ensure all areas of your competitive outings both personally and for the vehicle comply with current rules and regulations, it is bespoke racewear where the company has maintained focus. LH only stocks products which are 'used and approved' by themselves in the heat of competition – a benefit of being run by active competitors.

Bryn went down the bespoke racewear route from personal experience. At 6ft 2inches, and with a longer lower body, off-the-peg suits never fitted him properly. That uncomfortable experience allied to conversations with other competitors whose performance was compromised by ill-fitting clothing convinced him to concentre on bespoke suits.

LH Motorsport is proud to be main dealers for the much-lauded Italian manufacturer HRX Bespoke, alongside the relatively new name of Marina Racewear from Spain. LH believes in the personal touch, and in giving honest opinions on what works. Bryn and the team regularly visit clients in person to ensure an exact fit, and likewise arrange to meet up with customers at UK race circuits – Oulton Park is just 20 minutes from LH's Chester base), plus rally teams at various far-flung venues.

It can't be a coincidence that well-known brands and teams such as Bowler, TMG Toyota, Collecting Cars, Team Brit, plus many more individual drivers and crews, have chosen to work with LH. With a firm ethos of putting the customer first, and if it means rush manufacture, delivery in person, or last-minute changes, LH will make it happen.

LH Motorsport is striving to break down cost barriers and perceptions. With fully made to measure and branded suits starting at just £795 (+VAT) it believes that all crews can benefit from the extra comfort of made-to-measure along, with the superb sponsor exposure branded suits give.

The team at LH would be delighted to help you, and your sponsors, begin a bespoke journey in 2025 and beyond... and whether suits, or seats, extinguishers, or tyres, or anything in between, please give them a shout.

www.lhmotorsport.co.uk

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Member Benefit of the Month

Insurance Benefits for Motorsport UK Competition Licence Holders

Motorsport UK offers valuable personal accident insurance benefits for competition Licence holders, ensuring protection during events and practice sessions. This coverage is active during any competition or official practice at events sanctioned by Motorsport UK or those with a Certificate of Exemption. Key features of the policy include:

Coverage During Events: The insurance is applicable while attending any motorsport event organised or permitted by Motorsport UK, including racing, testing, and practice, as well as travel to and from these events within the UK.

International Participation: For those competing or officiating at four-wheeled motorsport events overseas under a permit from an FIA-recognised ASN, personal accident cover can be extended. However, participants must notify Motorsport UK prior to the event, and coverage is contingent on not having benefits from another policy.

Track Day Coverage: Full Motorsport UK competition Licence holders (excluding RS Clubman Licences) may extend their coverage to include up to five track days per year, subject to the insurer's discretion and prior notification of participation.

Enhanced Benefits: Licensed competitors can also opt to upgrade their personal accident benefits at competitive premiums, allowing for increased coverage levels.

This insurance policy provides essential support for Motorsport UK members, ensuring peace of mind while participating in motorsport activities.

Policy terms, conditions and exclusions apply. To find out more, or if you wish to enhance the cover provided, click **HERE** or contact **thomas.walpole@marsh.com**



PROTYRE

2024 Protyre Motorsport UK National Asphalt Rally Championship in association with Motorsport News

BTRDA

MOTORSPORT NEWS

Paul Wakely has been appointed as the new Protyre Motorsport UK Asphalt Rally Championship Co-ordinator, bringing with him an unprecedented amount of rallying experience both as a competitor and series planner.



Involved in rallying for over 40 years, Wakely has competed in over 300 events, including two victories on the Mewla Rally. He has been heavily involved in running the Protyre Asphalt Rally Championship for the last three years, assisting the outgoing co-ordinator Paul Morris and Donna Preston. All the Protyre Asphalt Championship backroom staff have also been retained, including results and points specialist Ron Jackson, photographers Mark Sims and Russ Otway, scrutineer Geoff Doe, press officer Paul Evans, and the live streaming team at Special Stage TV.

Swansea Motor Club hits 100

Club Development Coordinator Elise Whyte visited Swansea Motor Club last month to present the 100th Anniversary Award on behalf of Motorsport UK. Swansea Motor Club is one of only 35 Motorsport UK accredited Motoring Clubs which has reached the 100-year milestone.

'It was honour to be invited down to Swansea to present the award on behalf of Motorsport UK", added Whyte. "It was fantastic to hear about the Club's heritage and their plans for 2025."

Pictured is Club Chair Neil Samuel receiving the award during the Centenary Dinner.



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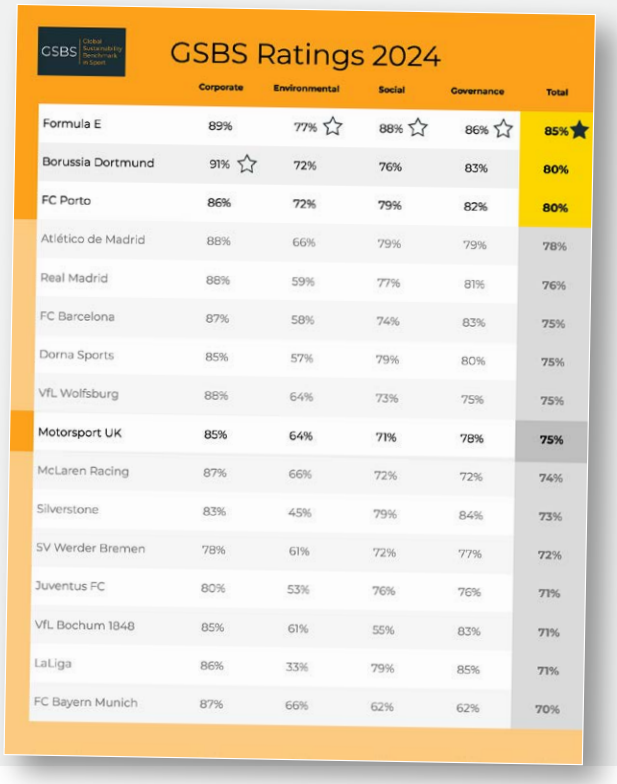
Motorsport UK places fifth in 2024 Global Sustainability Benchmark

Motorsport UK has been awarded a silver ranking and placed joint-fifth overall within the 2024 Global Sustainability Benchmark in Sports report, and was placed joint-second out of eight motorsport entrants, including Silverstone, Formula E, and Formula 1, within the ranking.

The Global Sustainability Benchmark in Sports (GSBS) is an independent non-profit organisation dedicated to analysing and evaluating the sustainability performance of professional sports organisations – unbiased, science-driven, and grounded in data.

The GSBS invited 534 organisations from eleven countries, of which 17 of these also fell under the association/league title, to complete questions from within 27 topics across corporate, environmental, social and governance requirements as part of the submission process.

"The GSBS report provides a benchmark for our sport to review our progress and commitment to sustainability within a global sphere," noted Jessica Runicles, Head of Sustainability. "It is rewarding to see that Motorsport UK has placed so highly among other motorsport organisations, and we applaud all of our peers' work in continuing to make the sport more sustainable."



GSBS Ratings 2024

	Corporate	Environmental	Social	Governance	Total
Formula E	89%	77% ☆	88% ☆	86% ☆	85% ★
Borussia Dortmund	91% ☆	72%	76%	83%	80%
FC Porto	86%	72%	79%	82%	80%
Atlético de Madrid	88%	66%	79%	79%	78%
Real Madrid	88%	59%	77%	81%	76%
FC Barcelona	87%	58%	74%	83%	75%
Dorna Sports	85%	57%	79%	80%	75%
VfL Wolfsburg	88%	64%	73%	75%	75%
Motorsport UK	85%	64%	71%	78%	75%
McLaren Racing	87%	66%	72%	72%	74%
Silverstone	83%	45%	79%	84%	73%
SV Werder Bremen	78%	61%	72%	77%	72%
Juventus FC	80%	53%	76%	76%	71%
VfL Bochum 1848	85%	61%	55%	83%	71%
LaLiga	86%	33%	79%	85%	71%
FC Bayern Munich	87%	66%	62%	62%	70%

Race of Remembrance supports sustainable innovation

The Race of Remembrance was held on 8th-10th November at Anglesey Circuit for its tenth year, honouring the service and sacrifices of the military community with a poignant pitlane Service of Remembrance and a 12-hour endurance race.

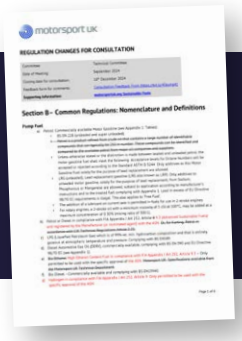


Misson Motorsport / Joseph Harding

This year, the spotlight was on sustainability, as all three of Mission Motorsport Race Entries; the Mazda MX-5; Toyota GT86; Subaru BRZ and the newly unveiled Course car the Poppy MAZDA MX-30 R-EV ran on Coryton's SUSTAIN Racing GT80, sustainable fuel that underscores a commitment to both environmental responsibility and support for veterans.

SUSTAIN fuel uses advanced second-generation biofuels manufactured from agricultural waste, such as straw, by-products or waste from crops which wouldn't be used for consumption.

James Cameron, CEO of Mission Motorsport added, "This year's Race of Remembrance is about more than honouring our past; it's about racing responsibly toward a sustainable future. This race symbolises resilience, remembrance, and responsibility, and we're proud to lead motorsport in a greener direction."



motorsport uk

REGULATION CHANGES FOR CONSULTATION

Section B– Common Regulations: Nomenclature and Definitions

Motorsport UK launched its consultation for the widespread adoption of sustainable fuels in UK motorsport – Click HERE to view the consultation, which closes on December 16th.

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- How you should adapt or adjust your tyre pressures in the rain?
- How many heat cycles is too many – and how can you tell?
- What can you learn from tyre temperature data, and is this data worth the hassle? (hint: yes it is!)
- What specific test procedures will help you learn how to optimise your tyre setup?

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ADVERTORIAL



Accelerate your safety

How the Motorsport UK personal accident insurance policy can protect participants

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

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

Financial

Accidents can present an array of unexpected costs — mitigation of this is crucial. Available financial support from the policy can be the provision of lump sum payments in the event of permanent disabilities such as, loss of sight, hearing, speech, and limbs. There are also the benefits of medical expenses, broken bone lump sum payments (in the event you break an arm, leg, ankle etc), and a weekly benefit if temporarily unable to work (applicable to officials and marshals only).

Rehabilitation

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

Peace of mind

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



Where can I find out more?

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

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

Rachel Robertson selected for 2025 Radical Racing Rebels Team

Radical Motorsport and Wera Tools UK have announced that Rachel Robertson, a 17-year-old kart racer from Edinburgh, has been selected to join the Radical Racing Rebels team for the 2025 Radical Cup UK season.

As featured in the September issue of *Revolution*, when the competition was announced, Robertson was chosen from pool of over 50 applicants from the Wera Tools British Kart Championships and will now be making an exciting step forward in her motorsport career.

At the recent selection day held at Bedford Autodrome, Robertson emerged as a standout candidate from among six finalists. Throughout a series of on- and off-track evaluations, Robertson demonstrated her racing abilities, commitment, and attitude—qualities that earned her the coveted position within the Radical Racing Rebels team.

"It's a dream come true to have this opportunity," added Robertson. "I'm incredibly grateful to Radical Motorsport and Wera Tools UK for believing in me and providing this chance to develop my racing career. I can't wait to get started and make the most of every lap!"



Sprite Photography

Disability training module launched

Motorsport UK has launched a disability training module, with a focus on supporting and promoting participation across motorsport.

This new module was encouraged by the involvement of the Motorsport UK Disability and Accessibility Expert Committee, who identified that more needs to be done by the governing body to encourage inclusivity across all motorsport disciplines, and was created with the support of Nimbus Disability, one of the UK's leading providers of disability-related training and consultancy for business and organisations.



Aaron Morgan, a member of the Motorsport UK Disability and Accessibility Expert Committee, and disabled driver who competes in the British Endurance Championship said, "As more and more disabled people enter the world of motorsport, it is important to educate all on the potential barriers to participation so that they can be overcome. It is fantastic to see Motorsport UK providing this training module as I would love to see events become more accessible and more disabled drivers on the grid."

"The accessible toolkit is the culmination of our work with Motorsport UK over the last two years," added Mark Briggs, a celebrated Paralympian, and Director of Partnerships at Nimbus Disability. "Visiting circuits and talking with spectators, volunteers and competitors has really given us an insight to the sport. What we have seen is a true commitment to improving access and some fabulous examples of creative thinking. The toolkit will help enable all to understand disabled peoples access requirements and embed this thinking into their circuits and provision."

Motorsport UK Clubs and Members can access the learning module **HERE**.

ADVERTORIAL



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We look forward to welcoming you all in January!

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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 on 2nd December 2024

Case No. J2024/29

Anthony Scott Andrews, Richard Norbury, John Hopwood

Appeal – Daniel Harper

1. This Appeal is brought by Daniel Harper ("the Appellant") on behalf of himself and his co-driver Martin Cressey, and arises from the 2024 Mull Rally or, to be precise, from the results thereof.
2. Mr Harper appears before the Court and is represented by his solicitor Mr I.B. Deering.
3. Motorsport UK is represented by Miss Sian Woolley.
4. The rally took place between the 11th and the 13th of October this year. The Appellant considered the published results were incorrect. and accordingly appealed to the Stewards against those results on 19th October (the results having not been published within the two-hour period referred to in Motorsport UK General Regulation D.26.)
5. The Stewards in their decision of the 23rd October declined to accept the Appeal on the grounds that the Appellant "didn't meet the requirements of an Appellant as set out in Section B of the Blue Book 2024 as you are a third party to the incident."
6. It is against that Decision and only that Decision that the Appellant brings this Appeal to the National Court.
7. The Appellant maintains that the Stewards refusal to hear his Appeal was a gross miscarriage of Justice and considers that the Stewards were mistaken in making any reference to Section B and in considering him to be a "Third Party".
8. The Appellant refers to General Regulation C.6.1.2 which states that a Right of Appeal does not exist for third parties in respect of a published decision of the Clerk of the Course arising out of Disciplinary or Protest hearings, i.e. a Right of Appeal against such decisions exists only for the parties in those proceedings.
9. The Appellant asserts however, that his Appeal of 19th October was not an Appeal "against a decision arising out of a Disciplinary or Protest hearing" but was an Appeal against the Results. The only requirement for such an Appellant is simply that set out at C.6.1.1, i.e. that the Appellant be an Entrant or Competitor. The Appellant refers to the published Results which clearly show him as a competitor in the event and, as such, maintains that he should have a right to appeal the results of the event in which he participated.
10. Sian Woolley, for Motorsport UK does not demur from the Appellant's assertion in this respect.
11. The Court, in allowing this Appeal, finds that the Stewards appear to have misunderstood the nature of Daniel Harper's Appeal and incorrectly excluded it for the reason set out at General Regulation C.6.1.2 whereas they should have heard it as the Appellant met the requirements for such an Appeal contained within General Regulation C.6.1.1.
12. The Court accordingly Orders that the Stewards reconvene and hear the Appeal against the results duly made to them by Daniel Harper on 19th October last.
13. The fee paid in respect of this Appeal to the National Court is to be returned to the Appellant.

A. Scott-Andrews
2nd December 2024

Sitting on 2nd December 2024
Case No. J2024/30
Anthony Scott Andrews, Richard Norbury, John Hopwood
Disciplinary Proceedings – Thomas O'Connell

1. Mr Thomas O'Connell is summoned to this Court on a disciplinary matter to answer a charge that he altered the issue date on a Historic Rally Vehicle Identification Form which he produced to a judicial hearing before Motorsport Ireland before which hearing he had entered three Motorsport UK permitted events where a valid such form was required.
2. Mr O'Connell is unable to be present and is unrepresented. Motorsport UK is represented by Miss Sian Woolley.
3. The facts are that an Historic Rally Vehicle Identification Form (the "Document") is valid for a period of just ten years from the date upon which it is issued. One such Document was issued on 29th July 2012 such that it ceased to be valid on 28th July 2012, the vehicle being a Ford Escort 1800 registration 20.BDG (the "Car").
4. The Car was entered in and participated in the Tour of Sperrins in both 2023 and 2024 and also in the 2024 Maiden City Stages Rally in each case driven by Thomas O'Connell. The regulations for each of those events require the competitor to be able to produce a valid Document.
5. The Car also competed in the Wilton Donegal Rally-Historic this year, again driven by Thomas O'Connell, but was excluded at Post Race Scrutineering for eligibility reasons related to the type of shock absorbers used.
6. O'Connell appealed his exclusion to Motorsport Ireland ("MI") at the hearing of which he produced a copy of the Document. That hearing was, however, adjourned as concern was raised as to the date of issue of the Document. As MI had made numerous requests for sight of the Document prior to the hearing but not received it, they obtained a copy direct from Motorsport UK. This clearly showed the issue date as being 2012.
7. The copy produced by O'Connell showed that the latter figure "2" in the date entered as 2012 had clearly been altered to a "5".
8. MI sought clarification of Motorsport UK who had issued the Document. Motorsport UK confirmed that they had no record or knowledge of any alteration to the date of issue and that the validity of the Document ended on 28th July 2022. There had never been any extension of its validity and any variation showing the date of issue as being other than 29th July 2012 was unauthorised and invalid.
9. Thomas O'Connell was accordingly asked to explain this discrepancy.
10. Thomas O'Connell answered that neither the Car nor the related Document belong to him but to one Seamus O'Connell. This would appear to be confirmed by the name Seamus O'Connell appearing in the Document as being the applicant in 2012 and there being no entry for change of owner. The name Seamus O'Connell appears on the Car in the photographs within the Document.
11. Thomas O'Connell states that until the Donegal Rally and his subsequent Appeal he had never been asked to produce the Document and that the issue of the date came to his attention only at the Appeal hearing in October.
12. Since that hearing he had made enquiries of the owner who thought that the Document originally issued had been lost and that an application for a duplicate had been made in 2015 and that this would explain the origin of the change of date to 2015.
13. This is not supported by the issuing ASN.
14. The Summons giving rise to this hearing effectively charges Thomas O'Connell with submitting to Motorsport Ireland a Historic Rally Vehicle Identification Form rendered fraudulent by altering the date of issue. That is a serious allegation and for fraud to be established there must, in the view of this Court be evidence of a deliberate act, of an intent.
15. There is no evidence before this Court that Thomas O'Connell personally altered the date of the Document nor that he was aware of the alteration to the date (which the Court finds to have been made and to be unauthorised and therefore lacking in validity) at the time that he took part in the three events held under Motorsport UK permits.
16. The Court accordingly finds that the charge against Thomas O'Connell of fraudulently altering the Document which was submitted to Motorsport Ireland' is not proved.
17. There was, however, an obligation on competitors in the Tour of Sperrins Rally, 2023, the Maiden City Stages Rally, 2024 and the Tour of Sperrins Rally, 2024 to compete in a car with a valid Historic Rally Vehicle Identification Form.
18. The car driven in those events did not have such a valid form and was therefore ineligible for the event.
19. Thomas O'Connell be fined the sum of £500 for each of those three entries.
20. That he be Disqualified from each of those three events and the results of each be recast and re-issued and any championship points be rescinded.
21. That any awards be returned forthwith to the Organising Club.
22. That he pay the sum of £500 as a contribution toward the costs of the Court.

A. Scott Andrews
2nd December 2024

Sitting on 2nd December 2024

Case No. J2024/31

Anthony Scott Andrews, Richard Norbury, John Hopwood

Disciplinary Proceedings – X (a minor)

1. X (a minor), with his Parental Guardian, appears before this Court for consideration of whether a further penalty should be imposed, X having accumulated twelve penalty points on his licence within a period of twelve months or, in this particular case, between the 8th June and the 13th October this year. The relevant General Regulation is C.2.1.8.
2. X is a competitor in the BRSCC Fiesta Junior Championship.
3. Penalty points were imposed as a result of one offence under Q.12.21.1, two Q.12.21.4 and one further incident which resulted in penalties under C.1.1.6, Q.12.24.3 and Q.12.24.5.
4. This is X's second year in the Championship, and he expresses his regret to the Court and indeed to his fellow competitors for the number of offences and says he has learned from his mistakes and will endeavour to ensure that there are no further such incidents.
5. The Court accepts his sincerity in that aim but nonetheless considers that a penalty is appropriate.
6. The Court accordingly Orders that X's licence be suspended for a period of three months with effect from today's date.
7. No Order as to costs

A. Scott Andrews
2nd December 2024



Sitting on 2nd December 2024

Case No. J2024/33

Anthony Scott Andrews, Richard Norbury, John Hopwood

Mike Doble – Technical Eligibility Appeal

This Eligibility Appeal relates to the car of Mike Doble which was found to be non-compliant with the Technical Regulations of the BMW Compact Cup and was accordingly Disqualified from a number of the rounds of in which it had competed.

The Decision of the Clerk of the Course was dated 24th October 2024, and it is against that Decision that this Appeal is made the Appellant contending that the Cam-timing was correct.

There is some urgency in announcing the Decision of this Court and I propose therefore to deal with the most basic aspects of the Appeal and Decision and to annexe by way of a Schedule the Courts detailed response to the Appellant's submissions.

The Non-compliance Report dated 19th October was to the effect that the camshaft-timing did not comply with the Technical Regulations.

The main grounds of the Appeal in support of the Appellant's contention that the cam-timing was correct are considered to be as follows:

1. There was no check or measurement before the engine had seals affixed to it on 24th July 2024.
2. The procedure adopted to check the cam-timing was defective in that it did not follow the procedure contained within the Regulations.
3. The device or tool used to determine compliance was itself unacceptable being uncalibrated.
4. The said device or tool was worn through use such that its accuracy could not be relied upon.
5. The persons undertaking the checks of cam-timing were not appropriate or authorised so to do.
6. The Technical Commissioner who signed the Non-compliance Report was not present throughout the checking procedure.

The Court has before it inter alia submissions and statements from:

The Appellant by his solicitors Motorsport Legal
Scott Bullett
Matt Parkes
Will Fewkes
Roger Trotman

Paul Hewer, Technical Commissioner

Mark Armstrong, Eligibility Scrutineer.

With regard to the above numbered points submitted by the Appellant, the Court finds that:

1. There was no necessity to check the engine prior to seals being affixed.
2. The procedure witnessed by Paul Hewer prior to his signature of the Non-compliance Report was correct.
3. The tool used was effectively a no-go gauge. The necessity for calibration of this particular device does not arise.
4. There is no evidence that the tool used was "worn". It is considered that even if it had been worn through use, any resultant discrepancy would have proved advantageous to the Appellant.
5. Those carrying out the checks were empowered to do so.
6. There was no necessity for Paul Hewer to be present throughout. In accordance with normal practice, his colleagues asked him to confirm their findings and observe their procedure which he did.

There is annexed hereto a Schedule marked "MD" containing the Court's more detailed response to the Appellant's submissions and which forms part of this Decision. The Court accepts the evidence that the camshaft timing did not comply and accordingly this Appeal must fail. The Court confirms the Decision of the Clerk of the Course dated 19th October. The Appeal fee shall be forfeit. The Appellant is to pay the sum of £750 toward the costs of the Court.

A Scott Andrews
2nd December 2024

ANNEX MD – Michael Doble Submission Comments

21. Deviation was "minuscule", either cam timing was correct or not correct.

22. No measuring is involved, the gauge is a Go- No Go gauge.

25. Sealing an engine as part of a potential eligibility inspection does not infer compliance or otherwise with the regulations. The engine as checked was in the as-sealed condition and any non-compliant items are as they were at the time of sealing.

26. There are several statements from scrutineers and technical experts that refute this, stating that checking was observed (not necessarily on this engine) which indicated that the individual observed carrying out checks was competent in the process.

27. No measurements were taken so there is no calibration required. The use of a light was to show the discrepancy. The physical layout makes it difficult to identify compliance or non-compliance without placing a light source behind the cylinder head to facilitate identification of any potential non-compliance.

28. The method and frequency of use of the tool means wear and tear would, if any, be very slight. Any wear and tear present would actually be to the competitor's advantage rather than disadvantage.

31. The absence of a cam chain tensioner when the engine was manually rotated can have no effect on the cam timing after a tensioner is installed. To affect the cam timing the chain would have to jump one or more teeth of the sprocket(s).

34. There is no requirement for Paul Hewer to observe all checks in their entirety. As long as Mr Hewer has observed one check being carried out to his satisfaction and that check indicated a non-compliance the criteria for non-compliance is fulfilled.

37. The photograph provide by the C of C to Motorsport UK shows the latch installed and bolted down and there is a visible gap under the centre of the gauge and the cylinder head.

40. The gauge used is the official championship gauge. It is the approved BMW method for setting cam timing, also to confirm that the cam timing is still correct after all sprocket bolts have been tightened and also to subsequently check that the cam timing has not moved during service.

41. The camshafts are produced by BMW and must be exactly as manufactured by BMW. The method of production is not relevant, only that the lobes are the only datum for checking cam timing and are as machined by BMW.

42 & 43. The use of a dead stop to determine top dead centre (TDC) is in common use by scrutineers and technicians and is a very simple and accurate means of determining TDC. The process involves turning the engine in a forward direction, recording the angle indicated on the protractor at which the engine stops against the dead stop, reversing the engine until the engine stops, recording the angle again and then the position of TDC is exactly halfway between these angles.

44. The vast majority of engines use pistons with an offset piston pin. The degree of offset (or in some case the offset of the bore) has no effect whatsoever on the position of TDC.

45. At TDC the gauge must drop over the lobes and the gauge contact the cylinder head at the sides and the centre. Failure to contact the cylinder head in any of these locations indicates cam timing not to specification.

46. The check is only carried out at TDC, nowhere in the Technical Regulations is any other crankshaft position indicated. If the crankshaft has to be rotated to permit the gauge to drop down over the lobes the cam timing is not to specification. This condition will preclude the gauge being in contact with the cylinder head at the required locations. If both cams are advanced or retarded by the same amount the gauge will not correctly engage and be in contact with the cylinder head at the required positions. If one cam is advanced and one retarded the gauge will not fully engage at any crankshaft position.

47. No gasket is present in the positions used for cam timing checks during the process. Moving the engine may have been done to indicate that the gauge would only drop over the lobes if the engine was moved away from TDC. Only the check at TDC is relevant.

    There is no indication in any reports or submissions that any check indicated compliance with the regulations.

Sitting on 2nd December 2024

Case No. J2024/34

Anthony Scott Andrews, Richard Norbury, John Hopwood

J Doble – Technical Eligibility Appeal

This Eligibility Appeal relates to the car of Joseph Doble which was found to be non-compliant with the Technical Regulations of the BMW Compact Cup and was accordingly Disqualified from a number of the rounds of in which it had competed.

The Decision of the Clerk of the Course was dated 19th October 2024 and it is against that Decision that this Appeal is made the Appellant contending that the Cam-timing was correct.

There is some urgency in announcing the Decision of this Court and I propose therefore to deal with the most basic aspects of the Appeal and Decision and to annexe by way of a Schedule the Courts detailed response to the Appellant's submissions.

The Non-compliance Report dated 13th October was to the effect that the Camshaft -timing did not comply with the Technical Regulations.

The main grounds of the Appeal in support of the Appellant's contention that the cam-timing was correct are considered to be as follows:

1. There was no check or measurement before the engine had seals affixed to it in July2024.
2. The procedure adopted to check the cam-timing was defective in that it did not follow the procedure contained within the Regulations.
3. The device or tool used to determine compliance was itself unacceptable being uncalibrated.
4. The said device or tool was worn through use such that its accuracy could not be relie dupon.
5. The persons undertaking the checks of cam-timing were not appropriate or authorised so to do.
6. The Technical Commissioner who signed the Non-compliance Report was not present throughout the checking procedure.

The Court has before it inter alia submissions and statements from:

The Appellant by his solicitors Motorsport Legal
Scott Bullett
Matt Parkes
Will Fewkes

Paul Hewer, Technical Commissioner

Mark Armstrong, Eligibility Scrutineer.

With regard to the above numbered points submitted by the Appellant, the Court finds that:

1. There was no necessity to check the engine prior to seals being affixed.
2. The procedure witnessed by Paul Hewer prior to his signature of the Non-compliance Report was correct.
3. The tool used was effectively a no-go gauge. The necessity for calibration of this particular device does not arise.
4. There is no evidence that the tool used was "worn". It is considered that even if it had been worn through use, any resultant discrepancy would have proved advantageous to the Appellant.
5. Those carrying out the checks were empowered to do so.
6. There was no necessity for Paul Hewer to be present throughout. In accordance with normal practice, his colleagues asked him to confirm their findings and observe their procedure which he did.

There is annexed hereto a Schedule marked "JD" containing the Court's more detailed response to the Appellant's submissions and which forms part of this Decision.

The Court accepts the evidence that the camshaft timing did not comply and accordingly this Appeal must fail.

The Court confirms the Decision of the Clerk of the Course dated 19th October.

The Appeal fee shall be forfeit.

The Appellant is to pay the sum of £750 toward the costs of the Court.

A. Scott Andrews.
2nd December 2024

ANNEX JD – Joseph Doble Submission Comments

21. Deviation was "minuscule", either cam timing was correct or not correct.
22. No measuring is involved, the gauge is a Go- No Go gauge.
25. Sealing an engine as part of a potential eligibility inspection does not infer compliance or otherwise with the regulations. The engine as checked was in the as-sealed condition and any non-compliant items are as they were at the time of sealing.
26. There are several statements from scrutineers and technical experts that refute this, stating that checking was observed (not necessarily on this engine) which indicated that the individual observed carrying out checks was competent in the process.
27. No measurements were taken so there is no calibration required. The use of a light was to show the discrepancy. The physical layout makes it difficult to identify compliance or non-compliance without placing a light source behind the cylinder head to facilitate identification of any potential non-compliance.
28. The method and frequency of use of the tool means wear and tear would, if any, be very slight. Any wear and tear present would actually be to the competitor's advantage rather than disadvantage.
31. The checks were carried out by Mr. Brookson whilst being observed and assisted by two licensed scrutineers, one of who is the designated Championship Scrutineer. The absence of a cam chain tensioner when the engine was manually rotated can have no effect on the cam timing after a tensioner is installed. To affect the cam timing the chain would have to jump one or more teeth of the sprocket(s).
32. Mr Godber has not at any point made a statement that in his opinion the cam timing was compliant with the regulations.
34. There is no requirement for Paul Hewer to observe all checks in their entirety. As long as Mr Hewer has observed one check being carried out to his satisfaction and that check indicated a non-compliance the criteria for non-compliance is fulfilled.
37. We have no knowledge of this photograph. There is one photograph of Mr. M Doble's engine and the checking gauge and this photograph shows the latch installed.
38. The manual cam chain tensioner is tightened sufficiently to take up all slack in the chain. Over tightening would in any case not be enough to stretch the chain. Provided the engine is turned in the normal direction of rotation, the absence of a tensioner would not have any effect of the cam timing as the tensioner is never on the drive side of the timing chain.
39. Mr Hewer states categorically he observed the procedure being followed when he was asked to verify the non-compliance. This is the only check that is valid.
40. The gauge used is the official championship gauge. It is the approved BMW method for setting cam timing, also to confirm that the cam timing is still correct after all sprocket bolts have been tightened and also to subsequently check that the cam timing has not moved during service. It should be noted that this is a very simple and precise method of determining camshaft alignment using a very simple gauge.
41. The camshafts are produced by BMW and must be exactly as manufactured by BMW. The method of production is not relevant, only that the lobes are the only datum for checking cam timing and are as machined by BMW.

42 & 43. The use of a dead stop to determine top dead centre (TDC) is in common use by scrutineers and technicians and is a very simple and accurate means of determining TDC. The process involves turning the engine in a forward direction, recording the angle indicated on the protractor at which the engine stops against the dead stop, reversing the engine until the engine stops, recording the angle again and then the position of TDC is exactly halfway between these angles.

44. The vast majority of engines use pistons with an offset piston pin. The degree of offset (or in some case the offset of the bore) has no effect whatsoever on the position of TDC.
45. The gauge is a simple Go – No Go gauge, when assembled and the engine is at TDC the gauge must drop over the lobes and contact the cylinder head at both ends of each section of the gauge.
46. The check is only carried out at TDC, nowhere in the Technical Regulations is any other crankshaft position indicated. If the crankshaft has to be rotated to permit the gauge to drop down over the lobes the cam timing is not to specification. This condition will preclude the gauge being in contact with the cylinder head at the required locations. If both cams are advanced or retarded by the same amount the gauge will not correctly engage and be in contact with the cylinder head at the required positions. If one cam is advanced and one retarded the gauge will not fully engage at any crankshaft position.
47. No gasket is present in the positions used for cam timing checks during the process. Moving the engine may have been done to indicate that the gauge would only drop over the lobes if the engine was moved away from TDC. Only the check at TDC is relevant.

There is no indication in any reports or submissions that any check indicated compliance with the regulations.

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THE INTRODUCTION OF LIGHT PANELS AT UK CIRCUITS



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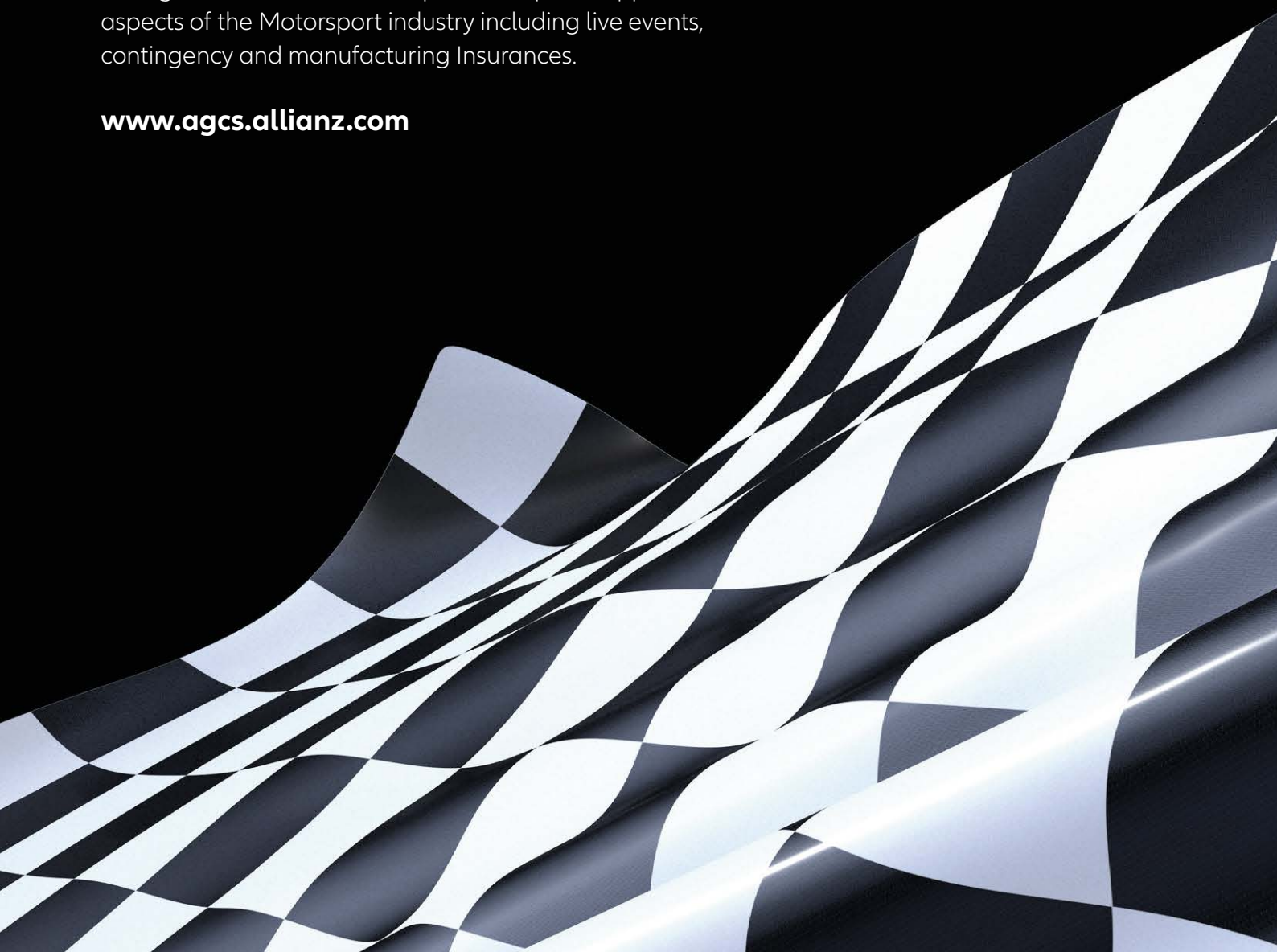
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The British Karting Awards 2024
Celebrating the achievements of British kart drivers across the 2024 season

Meet the title winners from this year's Motorsport UK Championships

Some are newcomers achieving their first big success, others serial winners adding another title to their list. Here is the 'Who's Who' of 2024.

Kwik Fit British Touring Car Championship



Jake Hill

This year's title went down to the wire and concluded in a breathtaking final day of racing at Brands Hatch. Jake Hill came into the weekend level on points with rival Tom Ingram and the pair took a win each in the first two races. It was Hill who went on to clinch the crown with a clinical drive, passing Ingram on track to triumph in front of a highly charged and passionate home crowd. It was a dramatic conclusion to a season that saw 10 different race winners, with Hill claiming eight victories to Ingram's six.

Probite British Rally Championship



Chris Ingram and Alex Kihurani

A stunning victory at the thrilling season-ending Cambrian Rally saw Chris Ingram and co-driver Alex Kihurani clinch the title. Wins at the North West, Grampian and Ceredigion's opening leg put former European Champion Ingram in the box seat but four drivers were still in the chase heading into the final round, where points were worth one and half times the normal amount. Ingram soaked up the pressure as he piloted his Toyota GR Yaris Rally2 with precision, pulling out a crucial lead in the afternoon to secure the Rally and the title in style.

British GT Championship

JEP



JEP



Rob and Ricky Collard / Jack Brown and Zac Meakin

Rob and Ricky Collard were crowned GT3 champions and Jack Brown and Zac Meakin took the GT4 title as both GT championships went down to the wire at Brands Hatch. Despite seeing fellow Barwell drivers Alex Martin and Sandy Mitchell score maximum points in the final event, the consistent Collards claimed the title by five, having won just two events. Meanwhile, Brown and Meakin overturned a 3.5-point deficit with a fourth win of the season in the concluding round to take the GT4 title.

ROKiT F4 British Championship – Certified by FIA

JEP



Deagen Fairclough

Deagen Fairclough secured the title with five races to spare after a dominant season saw him achieve a record-breaking total of 14 wins. It began with the first race of the season at Donington Park in April, and from there he went on to reach the top step at Brands Hatch, Thruxton, Silverstone, Zandvoort, Knockhill and Donington Park. Victory in the first race of the penultimate weekend at Silverstone gave him a sufficient gap over second place to become champion.

British Endurance Championship

Paul Cherry



Peter Erceg and Marcus Clutton

Peter Erceg and Marcus Clutton took the overall victory at every round but with the handicapping system equalising points-scoring opportunities across Classes A, B, C and F, the Audi GT3 Class A drivers had to maintain their competitive edge throughout. Having been close to losing the virtual points victory on more than one occasion, they ended their campaign with a 34-point advantage over Class D Porsche GT4 drivers Bal Sidu and Josh Steed.

>>>>>

British Truck Racing Championship

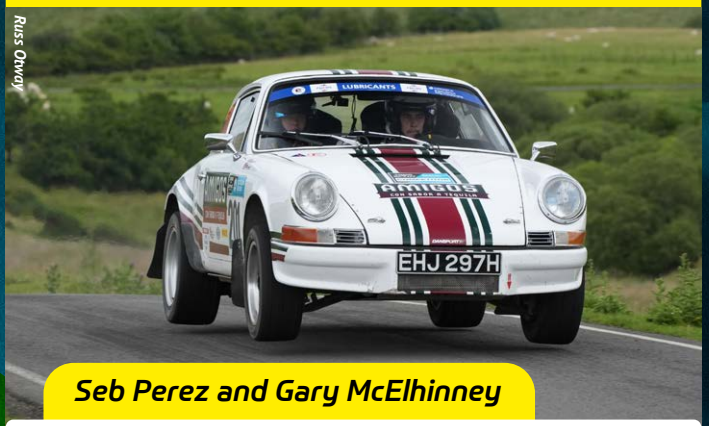


Graham Holton

Ryan Smith

Ryan Smith clinched a ninth consecutive Division 1 title this year. The Mansfield-based driver swept his way to the crown, collecting 22 wins in his Daimler Freightliner. "I'm delighted for my team as they've worked so hard all year," added Smith, "this is as much their title as it is mine." Division 2 champion John Powell took the title at Brands Hatch, the final round of the season, amassing 14 wins and his maiden title.

Fuchs Lubricants Motorsport UK British Historic Rally Championship



Russ Otway

Seb Perez and Gary McElhinney

A strong season-long effort saw Seb Perez and Gary McElhinney clinch the title in their Porsche 911RS, getting the better of highly respected former British champion Mark Higgins and co-driver Carl Williamson. Despite winning just two of the eight events, Perez and McElhinney were consistent throughout and beat their Triumph TR7-driving rivals to take the title by 40 points once dropped scores were taken into account.

Motorsport UK British Rallycross Championship



Patrick O'Donovan

A three-time British Rallycross champion by the age of 20, Patrick O'Donovan is one of the most successful young drivers in any discipline. Having been newly crowned as European Rallycross Champion, the Peugeot 208 driver secured his third British title with a double race victory in the penultimate round of the year at Pembrey, doing it in style by winning every session on track throughout both days of competition.

Motorsport UK British Drag Racing Championship



Andy Robinson

Drag Racing Hall of Fame member Andy Robinson clocked up his ninth title at Santa Pod this season, beating rival Bobby Wallace by 89 points as the two legends of the track battled it out head-and-shoulders above the rest. Driving his red and black 69 Chevy Camaro, Robinson bettered the points haul of Camaro ZL-1-driver Wallace in all but two of the events, with the pair equally matched in the final rained-shortened round.



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Motorsport UK British Hill Climb Championship



Matthew Ryder

Joining an illustrious list of previous champions, Matt Ryder took his first crown with a resounding victory in the first run-off of the season-ending event at Loton Park. The Gould GR59 driver went to the Shropshire hill with one hand on the title with his only title rival, Alex Summers, needing two run-off runs under the existing hill record to have any chance of beating him – and when Sunday dawned cold with the prospect of rain, Ryder's maiden title was a done deal.

Motorsport UK British Autotest Championship



Alastair Moffatt

A history-making tenth title gives Alastair Moffatt legendary status amongst the greats of British motorsport. The Gloucestershire driver, who competes behind the wheel of his unique open-topped Mini Special 1400, first won the championship in 2008 and this is his fourth consecutive triumph. He overcame strong challenges from the Sylva Strikers of regular rivals Willie Keaning, Stephen Morten, and Chris Chapman, as well as fellow Mini man David Mosey.

British Sporting Trials Championship



Thomas Bricknell

Despite the loss of three events with waterlogged paddocks, a total of best eight scores from 14 rounds saw Thomas Bricknell post maximum points in his Crosslé 80T to secure his fifth British Championship. Other wins Josh Veale, Richard Sharp, Andy Wilks and Matt Sharp, who took his maiden Motorsport UK event win. A record number of new participants received tuition at training days, and an enhanced live axle championship alongside the full classification will help the sport continue to grow in 2025.

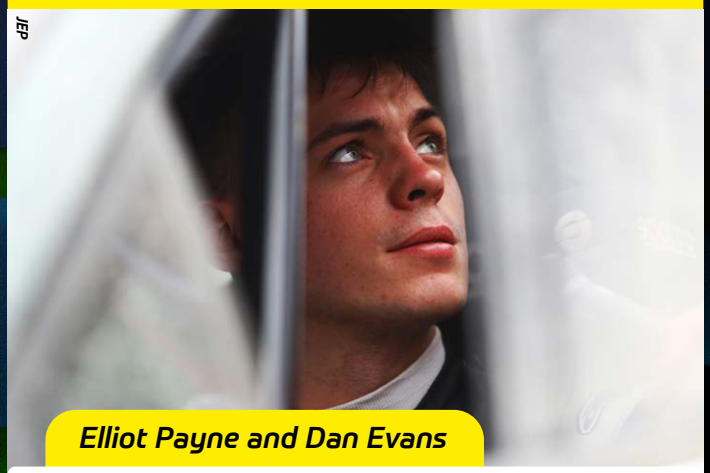
Woodford Trailers Motorsport UK HSA British Sprint Championship



Chris Jones

A string of scintillating performances throughout the latter part of the season saw Jones overhaul long-term Championship leader and 2023 champion Peter Goulding to seal the title on the opening day of the penultimate round at Anglesey. In the last five years, there have been five different British Sprint Champions in a wide range of cars, but the stunning averages and records set by Jones in his 998cc Force TA in the second half of the season were exemplary.

Reis Motorsport Insurance Motorsport UK English Rally Championship


JEP

Elliot Payne and Dan Evans

It was a close title battle in the drivers' and co-drivers' championships with Elliot Payne and Dan Evans securing their respective titles by a single point, and by winning three of their five events. Payne was pushed hard by Matthew Hirst, who won the Kielder Forest and Trackrod Forest Rallies, but that challenge came to an end when Storm Darragh caused the season-ending Grizedale Rally to be cancelled. Evans' triumph came after an impressive run of three wins in the final four events.

Motorsport UK British Car Trial Championship


Geoffrey Pickett

Tim Dovey

Winning a British Championship is a meaningful achievement, but back-to-back titles requires fortitude, determination, and skill – which Tim Dovey displayed at the wheel of his Renault Clio Cup. A strong start amassing a good haul of results and points early in the season, forged the foundations of his title defence allowing him to retain the trophy, and claim the ASWMC Car Trials Championship victory as well.

McGrady Insurance Northern Ireland Rally Championship



William Neill

Jonathan Greer and Niall Burns

A season of domination saw Jonathan Greer retain his trophy and extend his tally of titles to five, three behind the Championship's most successful driver, Derek McGarrity. The co-driver title went to Greer's in-car partner, Niall Burns. The pair clinched their respective crowns with a round to spare, adding victory on the Go Tour of the Sperrins Rally to wins in the Echlinville Distillery, Bishopscourt, and Eakin Brothers Brian James Trailers Stages.

Asset Alliance Group Motorsport UK Scottish Rally Championship



Euan Thorburn and Keir Beaton

Victory on the Grampian Stages, the penultimate round of the season, gave Euan Thorburn his fourth title. He and co-driver Keir Beaton took the win by 26 seconds, adding to the Polo driver's victories on the Jim Clark Reivers and Argyll rallies and podium finishes in the other two rounds. Beaton, meanwhile, went on to secure the co-driver's crown in a tight three-way battle after joining Freddie Milne for the Snowman Rally.

>>>>>

Motorsport UK Pirelli Welsh Rally Championship



Matthew Hirst and Declan Dear

Matthew Hirst, alongside co-driver Declan Dear, won a record-breaking fourth crown this season after taking a dominant victory in November's Wyedean Rally. The Skoda Fabia R5 driver from Doncaster won four events, but had to work hard for the title, overcoming one Did-Not-Finish and a ninth-place points finish during the season, and had to fight-off some mechanical gremlins to secure a good result on the Rally North Wales. He finished eight points ahead of closest rival Russ Thompson.

Protyre Motorsport UK Asphalt Rally Championship



Callum Black and Jack Morton

Callum Black secured back-to-back Asphalt titles with victory on the season-ending Hills Ford Stages in September. The Ford Fiesta Rally2 driver closed the season out in dominant fashion with victory every one of the last four events after early-season leader James Williams, winner of the opening three events, stepped away from the series. Black's right-hand man, three-time champion Jack Morton, also sealed the co-driver crown.

British Cross Country Championship



Paul Rowlands and Neil Lloyd

After a tightly-fought battle across this six-round season, Paul Rowlands and Neil Lloyd lifted the trophy on the final weekend in Wales, finishing just one point ahead of rivals Aston Cox and Simon Kerfoot, despite the latter pair winning the final event. Richard Watson and Paul Hughes had headed the leaderboard before the final double-header, but clutch problems ended their hopes while other contenders Phill Bayliss and Lance Murfin succumbed to puncture problems.

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Wera Tools British Kart Championships

Adam Gumbs



MicroMax: Luke Milward

Just two points separated title-winning KR-Sport driver Luke Milward from Sam Pollitt Racing's Austin Oman at the end of a hotly fought contest.

KartPix



MiniMax 950: Albert Friend

Strawberry Racing driver Albert Friend took an impressive 10 wins from 15 events on his way to a dominant title success. He finished 45 points ahead of nearest rival, Synergy Factory Team driver Finlay Lines.

KartPix



Junior Rotax: Harry Bartle

A tight title battle saw Strawberry Racing driver Harry Bartle pip William Antrobus, of Sam Pollitt Racing, by five points, having secured a total of six wins across the season.

Adam Gumbs



Senior Rotax: Macauley Bishop

DHR driver Macauley Bishop only won three events, but his consistent performances were enough to give him a narrow points advantage over Strawberry Racing's six-time winner Callum Bradshaw.

KartPix



IAME Water Swift Restricted: Alfie Davidson

Fusion Motorsport driver Alfie Davidson hit the ground running, winning the first six events. He cruised to the title with 10 wins from 15, finishing 27 points ahead of privateer rival Daniel Ferguson.

Wera Tools British Kart Championships

KartPix



IAME Water Swift: Will Green

Will Green claimed eight victories on his way to securing the crown with Jamie Green Racing. He finished 24 points ahead of his closest rival, Finlay Lines, of the Synergy Factory Team.

KartPix



Junior X30: Harrison Mackie

It was a Fusion Motorsport one-two this season as Harrison Mackie got the better of team-mate Riley Cranham. His nine victories across the year helped him build a 38-point advantage at the finish.

KartPix



Senior X30: Gus Lawrence

PFI Karting driver Gus Lawrence secured the title thanks to consistent finishing and a mid-season run of four consecutive victories. Fusion Motorsport's Freddie Lloyd ended as runner-up, just eight points behind.

Adam Gumbs



Honda Cadet GX200: Ralphie Branscombe

It was a battle between the privateers as Ralphie Branscombe finished just seven points ahead of Margiris Koveckis. His season-opening run of three wins from four gave him a good start and he held on to top spot despite a season-ending four-win run from his rival.

Adam Gumbs



KZ2: Josh Price

Josh Price book-ended his season with double victories as he secured a nine-point title success over Charlie Turner, of Rush Performance. The Moore Racing driver secured a total of six wins to Turner's three.

>>>>>

British Indoor Karting Championship



BIKC

CADET RESULTS

Champion - Amanze N (Mitcham)
2nd - Harvey B (Farnborough)
3rd - Francesco D (Leeds)
4th - Rory H (Crawley)
5th - Max B (Eastleigh)
6th - Easton B-C (Bradford)
7th - Chase P (Brighton)
8th - Ronnie D (Brighton)
9th - Freya L (Manchester Trafford)
10th - Leander H (Warrington)

JUNIOR RESULTS

Champion - Jake A (Warrington)
2nd - Bobby M (Basildon)
3rd - Benjamin H (Crawley)
4th - Edgar A (Leicester)
5th - Oskar M (Bristol)
6th - Callum E (Basildon)
7th - Jack H (Farnborough)
8th - Matthew S (Nottingham)
9th - Dawid S (Dunstable)
10th - Sol H (Mitcham)

LIGHTWEIGHT RESULTS

Champion - Kai Newman (Sheffield)
2nd - Joe Greenhalgh (Gosport)
3rd - Jamie Sheerman-Chase (Birmingham)
4th - Max Thorne (Cardiff)
5th - Thomas Shaw (Nottingham)
6th - Aiden Dancer (Bristol)
7th - Benjamin Sproat (Manchester Trafford)
8th - Kieren Eve (Basildon)
9th - Lewis Mcgill (Cambuslang)
10th - Cameron Mollitor (Manchester Victoria)

MIDDLEWEIGHT RESULTS

Champion - Charlie Ratford (Harlow)
2nd - Tom Fox (Warrington)
3rd - John Boulter (Dundee)
4th - Sam Slater (Bristol)
5th - Danny Hale (Stockton)
6th - Alfie Hale (Stockton)
7th - Matthew Boulton (Coventry)
8th - Taylor Barnes (Crawley)
9th - Kyle Evans (Eastleigh)
10th - Harley Smith (Bristol)

HEAVYWEIGHT RESULTS

Champion - Hassan Zafar (Stockton)
2nd - Saul Gregory (Warrington)
3rd - Harvey Sugdon Scott (Stockton)
4th - Anthony Wypych (Birmingham)
5th - Aaron Mitchell-Bagley (Bristol)
6th - Lewis Thomo (Preston)
7th - Ross Sandwell (Crawley)
8th - Joe Powley (Mitcham)
9th - Ben Paines (Cardiff)
10th - Tom Wiltshire (Cardiff)

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Sheffield and Hallamshire Motor Club

One of the UK's oldest Clubs, Sheffield and Hallamshire MC has celebrated its 120th anniversary this year

The membership of this 120-year-old Club is about as varied as it gets. It includes karting and Hill Climb venue officials, Motorsport Council members, a BWRDC GoldStar winner, regional Association officials, the Sprint Leaders Championship organiser, Clerks of the Course for Stage Rally, Sprint and Hillclimb, safety officials and a group of safety radio operators.

As a result, the Club is active in almost every motorsport discipline you could mention – from Autotests and hill rallies to Touring and night Rallies. It regularly sends representatives to support on events across the country, and Club Chairman Steve Flanaghan believes this discipline diversity is one of its biggest strengths.

"A lot of Clubs focus on one specific thing, but we have a huge range of different motorsport interests amongst our members," he says. "I think we are pretty unique in that, and it really helps when you can talk to other members from other genres of motorsport, share different aspects of vehicle setup and learn from each other."

The Club has a rich history in bikes and cars, and after the First World War it ran meetings for both at Gamston Aerodrome. After World War II, when the Royal Automobile Club was slow to issue racing permits, it was one of the founding members of the Association of Northern Car Clubs (ANCC) and ran events under the 'Northern Rules' for three years until the rest of the nation caught up.



Claire Kirkpatrick presents the 120th Anniversary certificate



Tim Cork competing in Rally of the Dams in 1971



The Tulpin Rally, Belgium, 1968. Tom Wilson and Ken Pryor winning the club team prize for the third year running

At one stage, the focus was on Autotests and Production and Sporting Car Trials, as well as Sprints, but this has evolved and broadened. The bike section separated off around ten years ago – although there are still many members involved in both – and the core emphasis this year has been on Sprint events.

"Sprinting has always been a mainstay," says Flanaghan "This season has been good, with two Club-run Sprints at Mallory Park, two at Curborough, and one weekend at Blyton. Curborough is quite tight and is a good starter course, while those with faster cars and open-wheelers prefer the other courses.

"In recent years, the Sprint discipline has really changed. It used to be designated an old man's sport, but there are now a lot of younger people going. They are very sociable events, great for having fun on track and meeting lots of people off it, and they're now starting to become more of a full weekend of motorsport, too.

"Our events are very well attended, both by our own members and by members of other Clubs across the country – and this season we had the biggest numbers for years. One of the Mallory events had around 170 applicants for a maximum of 125 entries, so we had to turn people away, which just doesn't normally happen!"

Building the future

Flanaghan says the Club has "a good core" who are "still prepared to roll their sleeves up" to organise events, but he does concede this group is now ageing, and although several next-generation family members have become involved, the Club has consciously tried to evolve recently to attract younger members into the fold.

"Over the last four or five years, since COVID-19, we have changed quite a lot of things," he explains. "We have become much more active on social media and we are looking to bring in different things like 'coffee and cars' events and looking at Streetcar activities. We are also trying to get more involved in karting through some of our members.

"It does get very difficult to find organisers for more events and the other major challenge is venues. I have a list of 35 venues in the northern area that currently not available for use, and lots of our members think it could even be the end of single-venue Stage Rallying unless we can find a venue that can be shared."

>>>>>



The Club has expanded its disciplines and some members are involved in karting







Club members enjoy RallyCross, Sprint and race events throughout the year

Flanaghan believes that collaboration is not only key when it comes to venues in the future, but also when it comes to overall event operation. He believes that the complexities of putting on an event today compared to 10 years ago, with the size of team required and the modern health and safety requirements, has made it extremely challenging as a single Club.

As a result, regional Associations such as the ANCC, East Midlands (EMAMC) and North East Midlands (ANEMMC) will become essential for putting on bigger events in the future. While at the grass roots level, the Club has joined four others – Rotherham MC, Matlock MC, Lindholme MSC and Worksop MC – in an Interclub Challenge run by Worksop MC every year.

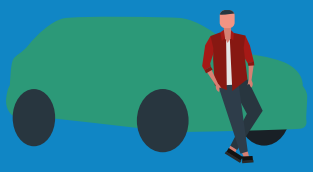
"A lot of clubs might have two or three people who are interested in a particular discipline, like 12-Car, tabletop rally, or treasure hunt, but you can't organise an event for just two or three people," explains Flanaghan. "With five Clubs in the group, if we get two or three from each Club, there is then enough competitors to put on a small Clubman event.

"There are ten events in the year and each Club runs two – a competitive element, such as an Autotest or a scatter, and a social element, like a quiz, slot car racing, or bowling. It brings us all together and we get to know members of the other local Clubs who we can then work with when organising the bigger events – and that will be a real help in the future."

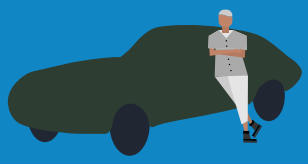


To find out more about Sheffield & Hallamshire Motor Club, and possible collaborations, see **https://sandhmc.co.uk**

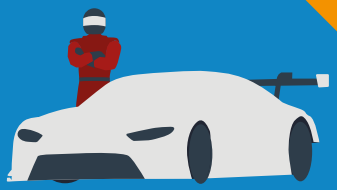
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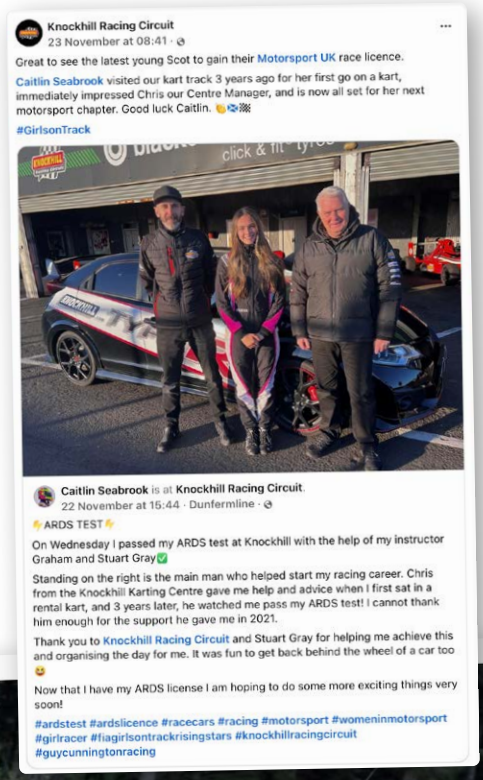
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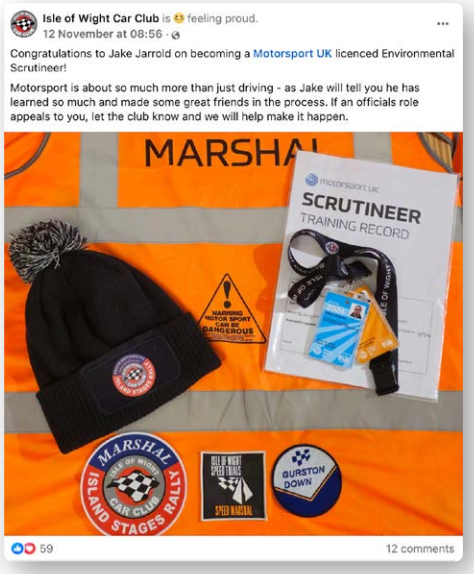
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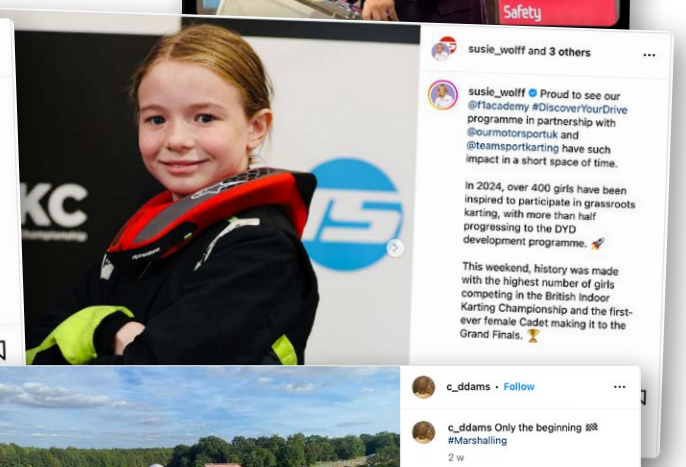




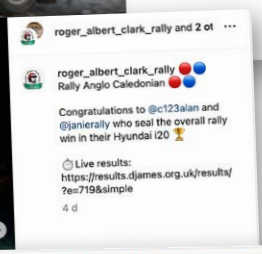
















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Lessons Learned... with Chris Jones



Steve Miles

The 2024 British Sprint Champion, **Chris Jones** has been competing since 2001, when he started out in a Westfield 1600 Crossflow. The digital cutting company owner from Droitwich took a break in 2011, with the arrival of his daughter, but returned four years later. Initially, sprinting in a standard Force single-seater before upgrading to a TA model in 2017, issues with the car, the shutdown of motorsport during the COVID-19 pandemic and a bout of ill health delayed his rise to the top. However, in 2024 he returned, dominating the mid-season to win the title at Anglesey with four rounds to spare. These are some of the lessons Chris feels he has learnt from his racing so far.

1 Set yourself achievable benchmarks, Loton Park, 2001



Chris began Sprinting in his Westfield in 2001

After doing a bit of karting when I was younger, I purchased a Westfield sports car and competed in my first ever Hill Climb at Loton Park in April 2001. I did not really know what to expect, but I had a lot of learning to do in order to improve my driving, and also become more competitive – I wanted to win. To achieve this, I immediately gave myself some benchmark challenges and goals. I was desperate to do as well as possible, but also – I wanted to win! and eventually, step-by-step, I got closer to my nearest rivals, who I admired massively, then gradually managed to beat them. I have always enjoyed a challenge, so every season I still set myself new personal ones.

2 Get back in gently, Anglesey Circuit, 2024

I had a very difficult year in 2023 due to illness and ended up missing most of the season. At that time, because of the way I was feeling, I had no desire or ambition to race again at all. However in early 2024 I noticed some improvement in myself and I began to get a few urges to try out the car again, so I entered the first sprint weekend at Anglesey in April. I felt uncharacteristically nervous, anxious and even thought about cancelling my entry, but I didn't want to give up. When Saturday morning arrived, I got strapped into the car, headed down to the start line and set off on my first practice run. I had been out of the car for almost a year, so I deliberately took it steadily, just trying to get used to the car again and recall the speed and grip available. When I got back to the garage, the pressure had lifted, and the weekend went okay – but most importantly I had done it. The sense of relief was unreal and that spurred me on to compete for the rest of 2024.

>>>>>

3 Manage pressure by thinking race by race

I have always refused to let pressure get to me. I'm very calm and laid back in day-to-day life, but mind games and comments are a given in most sports, and being able to manage and control the pressure that comes from this can be a massive positive psychologically. I actually find I am better when I am under pressure. Some nerves are good, but I drive much better when I am 100 per cent focused, calm and relaxed, so I try to concentrate on doing this every race weekend. This season was all about doing that, and ever since the team realised that I could win the Championship, my mindset changed. Consistency was really important and I just took each round one at a time, rather than thinking about the bigger picture because that was a waste of energy and out of my control anyway. I have never been more focused, and this technique seemed to work well. I was under more pressure than ever, and I enjoyed the whole season as a result.



Deep in thought... focused on the drive ahead

4 Take every opportunity to seek advice, Blyton Park, 2018

Sprinting is an amateur Clubman sport, so it is often costly and difficult to get professional help and advice. I am always open to learning and improving and if there is any way to become faster, I'm always interested. I read books, watch YouTube videos, and a lot of motorsport on TV to try and learn more. In 2018, I was lucky to be involved in a Pirelli tyre test with well-known motorsport engineer Alan Mugglestone. This was the first time I had worked with a true professional, and I spent most of the day driving around in our Force TA, swapping tyres, doing back-to-back testing and giving precise technical feedback. It was a fascinating and eye-opening experience and I learnt so much. We have since worked together on chassis set-up and tuition, two of the most important areas of racing, which has given me more knowledge and confidence. I will always owe this to Alan.

2024 British Sprint Champion



5 Trust yourself to go your own way

I have never been the most confident person, but motorsport is one area in which I am able to be so. I have never been one to follow the crowd; I like doing my own thing and although it comes with trial and error, I tend to go off my gut feeling ever since I started racing. I'm quite happy changing something on the car if I believe it will help, not just because it's the 'done thing'. In Sprinting, you don't get much track time so every lap has to count, so you rely heavily on preparation and confidence. Believing you can take that line at that speed, brake that late, is crucial, so I use in-car video and data. I will replay laps in my head and gradually work out what was positive and what needs changing or improving and if I don't apply all changes on the same weekend, I will watch the footage over and over, make notes and apply them on the next visit to the same circuits with positive results most of the time.



Chris Jones is presented with the 2024 British Sprint Trophy by Simon Taylor

6 Believe in fate, Pembrey Circuit, 2023

I do believe that things happen for a reason – and this was a very special example of that. Our Championship is class-based, but we run as a combined group of competitors, and although there are many more powerful cars, our car seems to perform well at most circuits – and Pembrey is a track I have really gelled with. In 2023, my season finished early, but just before it did, in June, I manged to win my first ever top 12 run off, the first time an 1000cc bike-engined car had ever done so. I had lost my dad six months before and he was Welsh and grew up just down the road from the track in Llanelli – so I believe it was fate. It was a very special moment and one I will remember for a very long time.

Pembrey, 2023, was the first time an 1000cc bike-engined car had won a top 12 run off



WHAT'S ON

Festive Autotest

29th December, Junction 38, Tebay Services Truckstop

Wigton Motor Club has kindly been allowed by Tebay Services to hold its Festive Autotest at Junction 38 Truckstop – a new venue for the club. The fantastic facilities include a fuel station shop and café. Tests will be carried out in one area, and once completed, they will then be changed – meaning plenty of opportunities to see how others tackle the challenges. This is the last chance to compete with WMC in 2024. The event is open to local clubs and requires a RS Clubman Licence.

www.wigtonmc.co.uk



Boxing Day car trial

26th December, Waddock Cross, Dorset

The Woolbridge MC Boxing Day car trial held near Dorchester, is being run as a 'taster' event which means that a free Motorsport UK RS Clubman licence is required for drivers and passengers. Minimum entry age is 14 years, and details on how to register on the Club website. Please check prior to the event to ensure that the event has not been cancelled due to bad weather.

www.woolbridge.co.uk



Geoff Pickett

SOCC Christmas Novice 12 Car

27th December, Eynsham, Oxfordshire

This event is set up for Beginners and Novices with a simple 50-mile route starting and finishing in Eynsham, on Map 164, using the Rally App Live. Marked maps are available but the aim is to encourage beginners to learn the art of 'plot and bash', and with an entry fee of just £5 everyone should give it a try.

https://southoxoncarclub.co.uk



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RESULTS

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Asset Alliance Group Scottish Rally Championship

AFMotorsport Media



The final round of the 2024 season was the Caledonian Rally, and with second in the overall points, and both the Two-Wheel-Drive, and the Challengers categories still to be decided, there was a lot to play for over the six stages. Mark McCulloch and Michael Hendy took their first SRC win after coming so close on several occasions, consolidating their runner-up position in the overall standings. Greg McKnight and Harry Marchbank claimed the G&M Mechanical services Two-Wheel-Drive championship, while Johnnie Mackay and Rachel Matheson won the Albyn Garage Challengers title.

Final Championship Standings

Drivers

1st	Euan Thorburn	145 points
2nd	Mark McCulloch	133 points
3rd	John Wink	130 points

Co-Drivers

1st	Keir Beaton	136 points
2nd	Michael Hendry	135 points
3rd	Owen Patterson	130 points

Reis Motorsport Insurance Motorsport UK English Rally Championship

Kevin Money



The threat of Storm Darragh over the first weekend of December prompted Forestry England to close Grizedale Forest to the public which, in turn, left the organisers of the Grizedale Stages Rally, the final round of the Reis Motorsport Insurance Motorsport UK English Rally Championship, with no choice but to cancel the event. So, the points after the Wyedean Stages Rally became those upon which awards will be presented, with Elliot Payne taking the 2024 Championship by a single point from Matthew Hirst, and Nigel Jenkins close behind in third place.

Final Championship Standings

1st	Elliot Payne	116 points
2nd	Matthew Hirst	115 points
3rd	Nigel Jenkins	112 points

Motorsport UK Pirelli Welsh Rally Championship

Paul Mitchell Photography



Matthew Hirst won a fourth Motorsport UK Pirelli Welsh Rally Championship title with victory on the Wyedean Rally last month. Co-driven by Declan Dear, the pair finished the Forest of Dean event almost two minutes ahead of their nearest championship rival. Seven out of seven stage wins, and maximum Pirelli Welsh points sealed the title in style.

Final Championship Standings

1st	Matthew Hirst	120 points
2nd	Russ Thompson	112 points
3rd	James Giddings	103 points

Fuchs Lubricants British Historic Rally Championship

Russ Otway / 90Right



Seb Perez won the 2024 Fuchs Lubricants British Historic Rally Championship title at Rally Anglo Caledonian last month. The Porsche 911 driver took maximum scores in both Saturday's and Sunday's leg of the event, finishing second overall in the rally behind a modern-day turbocharged-four-wheel-drive rally car. This was the first BHRC overall title for a Category Two (cars registered from 1968 to 1974 crew since the late David Stokes and co-driver Guy Weaver, claimed the crown in 2014 in a Ford Escort MKI.

Final Championship Standings

Drivers

1st	Seb Perez	231 points
2nd	Rudi Lancaster	176 points
3rd	Adrian Hetherington	174 points

Co-drivers

1st	Gary McElhinney	197 points
2nd	Guy Weaver	182 points
3rd	Patrick Cooper	170 points

Motorsport UK Sporting Car Trials Championship

Russ Otway



Thomas Bricknell rounded off an excellent year by winning Gloucester Trial the final round of the Sporting Trials Championship. It was a close battle with Thomas, Andy Wilks and Matt Sharp all tied at the lunch break. After lunch Thomas made no mistakes and secured the win. Bob Packham took fifth overall, and first in live axle – not many points ahead of the Post-Historic cars of Dave Oliver and Julian Fack.

Provisional Championship Standings

1st	Thomas Bricknell	120 points
2nd	Matt Sharp	104 points
3rd	Richard Sharp	103 points

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The Parting Shot

The Roger Albert Clark Rally Motor Club launched a new event last month – Rally Anglo Caledonian, which was open to all types of rally car, including four-wheel-drives. Hosting entries from the British Historic Rally Championship, plus the Scottish Rally Championship on Sunday, the variety of talent and machinery was impressive. The arrival of Storm Bert caused the start of the event to be postponed, and Stages 7 and 8 to be cancelled, but the rest of the rally was a great success, with Alan Carmichael and Jane Nicol taking the overall win in their Hyundai i20N.

The Roger Albert Clark Rally has also been named the Royal Automobile Club 'historic event of the year' for 2024 – the first time that this accolade has been given to a special stage rally.

"This is a huge accolade for our rally," revealed event organiser Colin Heppenstall, "which really came of age in 2023. To make an event of this scale successful we have a big organising team and an army of officials and marshals. This award is for each and every one of the people who played a role in making the event such a success."

The next Roger Albert Clark Rally will run from 20th-24th November in 2025.



Rob Cadman / Royal Automobile Club

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