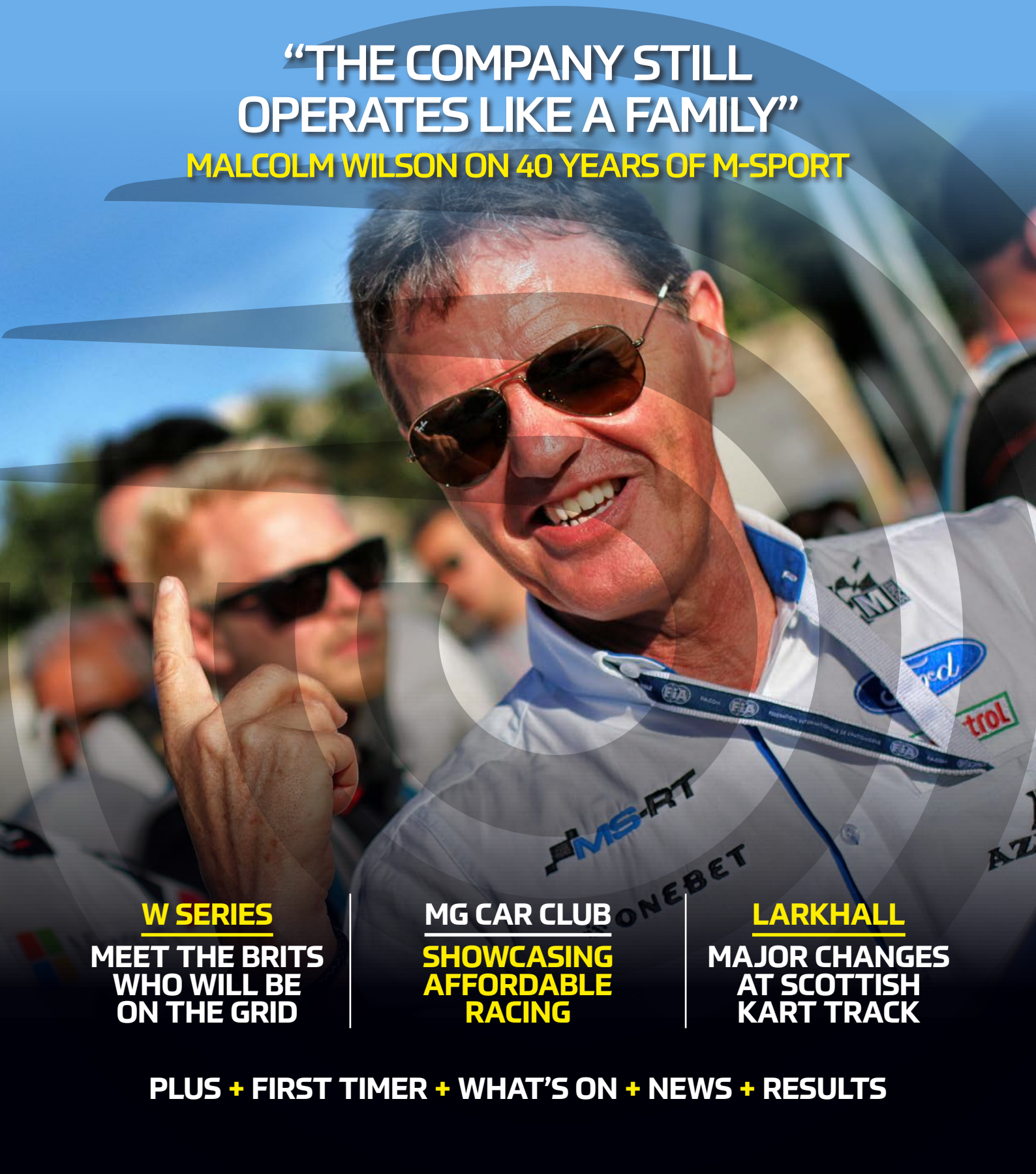
Revolution

The official magazine of motorsport UK



"THE COMPANY STILL OPERATES LIKE A FAMILY"

MALCOLM WILSON ON 40 YEARS OF M-SPORT

W SERIES
MEET THE BRITS WHO WILL BE ON THE GRID

MG CAR CLUB
SHOWCASING AFFORDABLE RACING

LARKHALL
MAJOR CHANGES AT SCOTTISH KART TRACK

PLUS + FIRST TIMER + WHAT'S ON + NEWS + RESULTS



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WELCOME TO THE REVOLUTION

Welcome to the inaugural issue of Revolution, the new monthly digital magazine for our Motorsport UK community, aiming to cover the stories and issues that matter to you and our sport

The UK is renowned as a world leader in motorsport and that is thanks not only to our many champion drivers, but also to our many successful teams and cutting-edge engineering firms. This year marks the 40th anniversary of one such company, M-Sport, so we are delighted to speak to Malcolm Wilson for our first cover story.



Motorsport UK is committed to increasing diversity in our sport and we support any initiative designed to promote women in motorsport. The new W Series is a pioneering championship creating opportunities for the world's best female racing talent, and we are proud that there five British drivers on the 2019 grid, more than any other nation. We meet them in our second feature in this issue.

Meanwhile, our new series of regular features include a look at the improvements being made to Scotland's Summerlee Raceway kart track, the fantastic work MG Car Club is doing to showcase affordable racing, and the exploits of one of the 1200 new competition licence holders getting behind the wheel this season.

We also bring you the latest news, results and upcoming events, plus the first in a series of features going behind the scenes at Motorsport UK House to explain the varied services that our members receive in return for their licence fees.

If you have any comments or feedback on any of these articles, please email media@motorsportuk.org.

Enjoy this first issue.

Best wishes,

Hugh Chambers
CEO, Motorsport UK

News

Keeping you up-to-date

All the latest news and updates from Motorsport UK, covering the stories that matter to our sport and community



Major changes to governance of 'Motorsport UK'

In one of the most significant changes to the administration of motorsport in the UK, the governing body has adopted new articles of association, which bring it in line with Sport England's Code of Governance and best practice.

The new articles see the Motorsport UK Board become the ultimate decision-making body in the governance of UK motorsport. This has historically been the role of the Motorsport Council, who will now become the body that informs and advises the Board on key issues affecting motorsport, helping to shape strategy and promoting the sport in the UK.

The Council will expand significantly to include representatives of motorsport venues, broader motorsport activities such as commercial karting and the motorsport industry in general. A new Rules Committee, drawn from across the disciplines, will be established to review regulation changes proposed by the various specialist committees.

David Richards CBE, Chairman of Motorsport UK, said: "This is a very significant moment in the history of Motorsport in the UK, as we commit to becoming a modern governing body that is truly representative of our members and motorsport in general. The changes have come about after lengthy debate and meet the objective of ensuring that we will now provide the highest standards of sports governance.



Motorsport returns to closed Scottish roads

In a landmark development for motorsport in Scotland, new laws have been signed permitting motorsport to take place on closed public roads, paving the way for prominent events like the Jim Clark Rally and Mull Rally to return to the annual calendar.

The news follows a lengthy campaign by Motorsport UK, the governing body for four-wheeled motorsport in the UK, for new laws to be passed, enabling events to now be staged on closed public roads in all four nations of the United Kingdom.

Today's announcement follows a public consultation, launched by Transport Scotland in December 2018, which received unprecedented support from across a range of communities. Following the consultation, the Scottish Government Transport Committee scrutinised the proposed legislation prior to it now being set down.

The new legislation, empowering local authorities to suspend the Road Traffic Act for authorised motorsport, means closed-road events can now be staged across the whole of the UK for the first time. The equivalent laws were passed in Wales in 2018 and England in 2017, while closed-road events have been allowed in Northern Ireland for decades.

David Richards, Chairman of Motorsport UK, said: "This is fantastic news. Closed-road events help organisers take motorsport to new audiences and this legislation will create a wealth of opportunities for everyone associated with motorsport in Scotland; from competitors, volunteers and fans, to communities and businesses who will benefit economically from hosting local events.

"The response to the public consultation was overwhelmingly positive and a clear demonstration of the passion for motorsport in Scotland. At Motorsport UK we are committed to making our sport more accessible, in all its forms. For the first time, laws are now in place to allow closed-road events in all four nations of the United Kingdom, providing a wonderful opportunity to engage and inspire the next generation of motorsport fans."



Llandudno is new home for Wales Rally GB

This year's Wales Rally GB (3-6 October) will have a vibrant new home right in the heart of Llandudno on the coast of North Wales, with enthusiastic support from Conwy County Borough Council.

Lllandudno's seaside streets made history last October when, for the very first time on the British mainland, fans witnessed the spectacle of World Championship motor sport action on closed public roads.

New for 2019, all the teams and manufacturers contesting Britain's high-profile round of the FIA World Rally Championship will be based in Llandudno for the very first time, alongside the international event's busy headquarters based at Venue Cymru.

"Motorsport UK is delighted to be bringing all the atmosphere and prestige of a World Rally Championship Service Park to Llandudno, and to create an interactive fan zone in the town centre," said Hugh Chambers, CEO of Motorsport UK.

For the past six years, the event has been located next to the Toyota Engine Plant in Deeside. "We must say a massive 'thank you' to all those at Toyota - as well as our local partners in Deeside topped by Flintshire County Council - for playing such a major role in helping us to re-establish the UK's round as one of the true classics on the WRC calendar," Chambers added.

> "We must say a massive 'thank you' to all those at Toyota - as well as our local partners in Deeside topped by Flintshire County Council"
>
> **Hugh Chambers**

Spinal Track and Nathalie McGloin launch UK's first disabled Rally Experience

Spinal Track opened the doors to the UK's first Rally Experience designed specifically for disabled drivers, on 10 April 2019. Founded by racing drivers Nathalie McGloin and Andrew Bayliss in 2016, Spinal Track is a charity that already gives people with disabilities the opportunity to take part in track driving experiences in specially adapted cars.



James Fitchew

Based at the Bill Gwynne Rally School at Turweston Aerodrome, Buckinghamshire, the Spinal Track Rally Experience is the first initiative of its kind where rally cars are provided solely for the use of disabled drivers – giving individuals the chance to take to the wheel and learn how to drive a rear-wheel-drive RWD rally car on gravel. Spinal Track is also the only charity to offer BARS licence training/exams for disabled drivers. In addition, participants will have the unique opportunity to take their driving beyond the initial experience by taking part in a Motorsport UK sanctioned rally.

There is no charge for drivers with disabilities to take part in the Rally Experience. Events are funded by Spinal Track and supported by the Richard Burns Foundation – who has raised more than £1m for charitable causes. The Richard Burns Foundation sponsored the purchase, modification and build of two automatic Toyota GT86 cars, which feature hand controls. Each of the two cars has a different hand control fitted and one also has a left foot throttle installed, in order to suit as many drivers as possible. Both cars have bucket seats, harnesses, long travel suspension and a cage fitted.

Nathalie McGloin commented, "We are extremely grateful to the Richard Burns Foundation for their continuous support of our charity, and this incredibly generous donation to our fleet, which is making it possible for us to extend our portfolio in this way. Until now, Spinal Track has focused its support for disabled drivers around track days and circuit activities. Thanks also to STANLEY, the new Rally Experience will allow us to diversify our offering, giving drivers the opportunity to freely experience a competition car not just on the track, but on the rally stage, too. Thanks to the kindness and generosity of all our sponsors and donors, we really do have the power to change lives, and make motorsport for everyone."

For more information on Spinal Track, visit www.spinaltrack.org

"We are extremely grateful to the Richard Burns Foundation for their continuous support of our charity"

Nathalie McGloin



New benefits added to membership programme

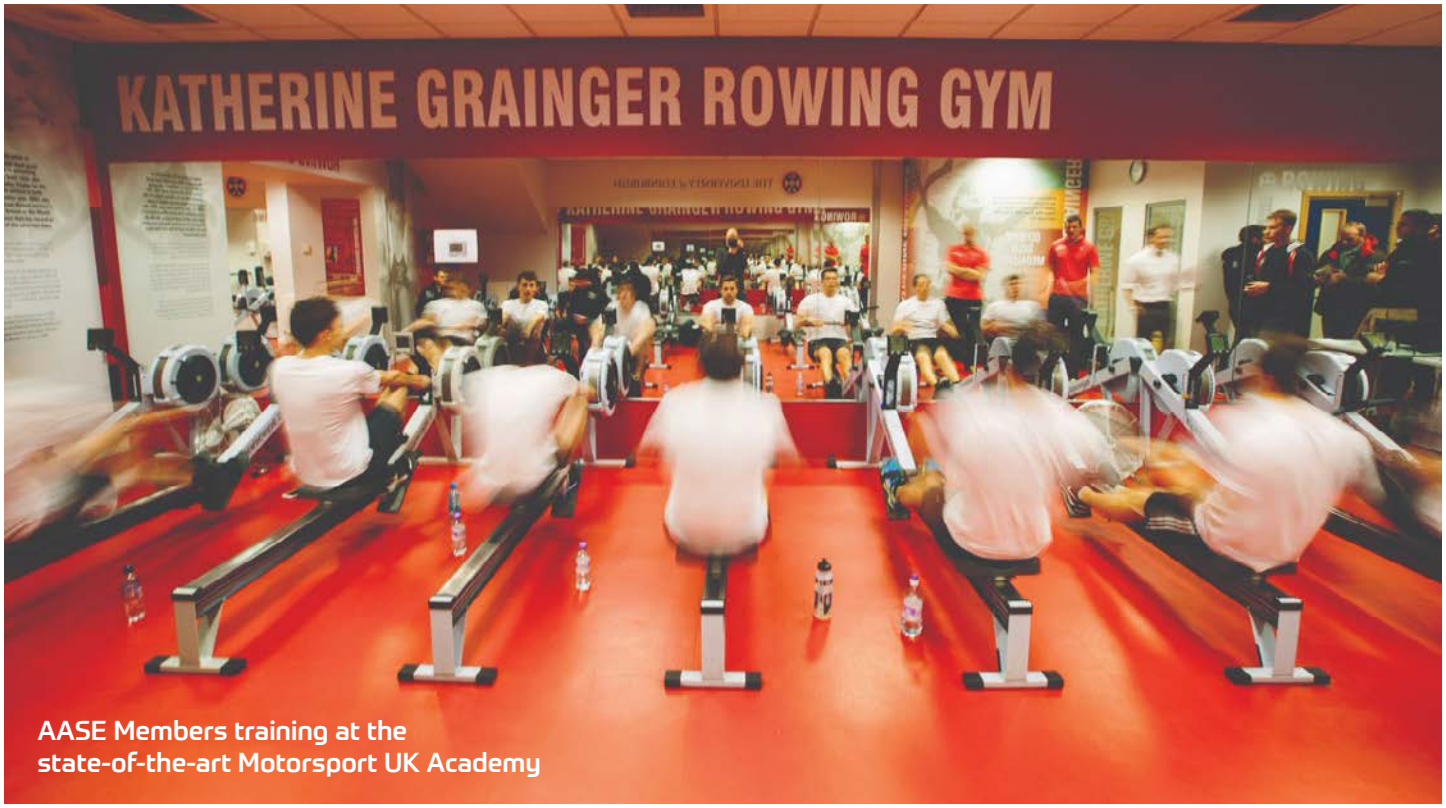
Motorsport UK has enhanced its member benefits package with discounts on tickets to major Silverstone events, RAC breakdown cover and subscriptions to Motor Sport Magazine

Members can enjoy 10% off adult weekend tickets to the Formula One 2019 British Grand Prix and MotoGP 2019 GoPro British Grand Prix, plus 15% off adult tickets to the Silverstone round of the Kwikfit British Touring Car Championship. They can also get peace of mind when motoring with £31 off RAC breakdown cover, plus free home cover.

The full range of benefits includes:

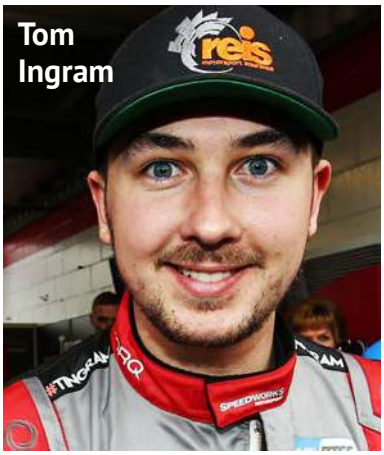
- Complimentary competition personal accident cover with JLT
- Discounts on competition and road car tyres at Protyre
- 10% off competition insurances and 15% off road car insurance with Adrian Flux
- 10% off in-store at Halfords
- 10% off Grand Prix Racewear's branded personalised overalls
- 10% off outdoor apparel and equipment at Ellis Brigham
- Discounts on ferry travel to the continent with DFDS
- Best available discounts on subscriptions to Autosport, F1 Racing and Motorsport News
- 20% off at Grandstand Merchandise
- Subscriptions offering 70% off the retail price of Motor Sport Magazine
- 15% off exclusive Motorsport UK merchandise
- Discounts on tickets to major Silverstone events, plus Silverstone Ride and Drive experiences
- Discounts on driving experiences tickets to race events at Knockhill Circuit

To access these benefits, sign in to the member portal.
To let us know the type of benefits you want to see added, email membership@motorsportuk.org



AASE Members training at the state-of-the-art Motorsport UK Academy

Calling young drivers: apply for AASE



There is still time for young drivers to apply for a coveted place on the Motorsport UK Academy's AASE Programme, a two-year course delivered by the Motorsport UK Academy in conjunction with Loughborough College.

Now in its ninth year, AASE is vital to any young driver who is serious about achieving success in motorsport. It develops young athletes, providing the underpinning knowledge of what it takes to achieve success in the sport, while providing an accredited college qualification.

AASE graduates include BTCC competitor Tom Ingram, who urged aspiring competitors to apply. "The coaches Motorsport UK has chosen are the best," Ingram said. "Adding preparation, time management, career planning, nutrition and many more strings to your bow is a real bonus. AASE helped me so much in my first season in the BTCC and has become increasingly relevant to my career. It costs nothing but your time and commitment, so why wouldn't you sign up?"

The full programme framework will run for two years beginning in September 2019 and will be based around a pair of four-day sessions each month at Loughborough College. Additionally, athletes will be required to attend focused development sessions.

For more information and to apply, visit www.motorsportuk.org/aase

"AASE helped me so much in my first season in the BTCC and has become increasingly relevant to my career. It costs nothing but your time and commitment, so why wouldn't you sign up?"

Tom Ingram



New guidance for seats and harnesses

Competitors and car preparers have important new technical guidance to help ensure competition seats and harnesses are installed correctly and safely.

"Modern seats and harnesses are designed and homologated to very high safety standards, but improper installation or maintenance can undermine those qualities"

In September last year, Motorsport UK announced an in-depth review of competitor safety equipment to explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport.

Motorsport UK committed to providing greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined Motorsport UK minimum standard.

Now the Motorsport UK Technical Team has released new guidance to help members install and maintain seats and harnesses correctly. This can be found on the Motorsport UK website **HERE**.

John Ryan, Motorsport UK Technical Director, said: "Modern seats and harnesses are designed and homologated to very high safety standards, but improper installation or maintenance can undermine those qualities. That's why we've published this new guidance, which we hope the community will find invaluable."

Any queries can be emailed to technical@motorsportuk.org

New social media and anti-bullying policies

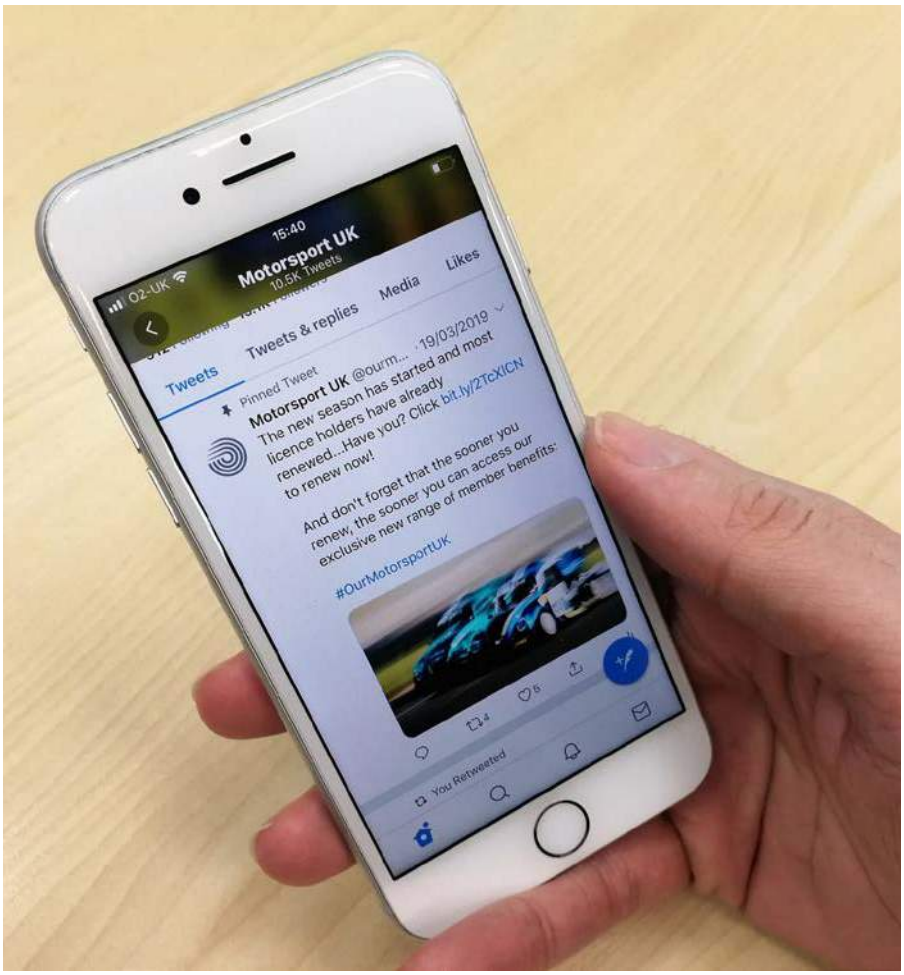
Motorsport UK has published updated social media and anti-bullying policies as part of an ongoing commitment to provide a safe and friendly environment for everyone in the motorsport community.

The two policies will affect everyone involved in Motorsport UK permitted events, whether they are a member of the organisation or not.

The updated social media policy reflects the current online landscape and sets out the expected standards of conduct for all involved in the sport, although Motorsport UK fully appreciates that most will already comply with or exceed these standards. The policy includes general guidance, best practice for communicating online, and advice on how to report concerns.

The anti-bullying policy and guidance includes information on the different types of bullying and what to do if you suspect bullying is happening, including how to report it. Motorsport UK has a zero-tolerance approach to bullying behaviour.

To view the new policies, please CLICK HERE.



Karting News



Demon Tweeks becomes Official Partner of British Kart Championships

Renowned motorsport retailer, Demon Tweeks, has become an Official Partner of the British Kart Championships, which got under way last weekend (30-31 March) with the first round of the Rotax series at PFi.

Founded in 1971, Demon Tweeks has grown to one of Britain's largest motorsport retailers, helping competitors at every level realise their motorsport ambitions.

This partnership will cover all categories of the 18-round British championship and extend Demon Tweeks' already strong links with the British Motorsport scene.

John Minshaw, Managing Director of Demon Tweeks, said: "We are very proud to support the British motorsport scene through our various partnerships in racing, rallying, autotest and karting. Our years of hands-on motorsport experience have resulted in a business that is set apart by its ability to inform, assist and guide customers and fellow competitors alike. We are here to help navigate the exhilarating and adrenaline-fuelled world of motorsport.

"We are very pleased to further our involvement in UK motorsport by becoming the Official Partner of the British Kart Championship. The British Kart Championship is the perfect proving ground for the future stars of our sport and we are looking forward to the thrilling action getting underway this weekend."

Martin Fallon, Commercial Manager at Motorsport UK, added: "We are delighted to announce Demon Tweeks as an Official Partner of the British Kart Championships. Demon Tweeks is a brand synonymous with motorsport in the UK and we're please that they will be supporting the next generation of British stars."

The 2019 British Kart Championship starts this weekend, 30-31 March with competitors in the Rotax classes doing battle at the famed PFi circuit. Drivers in the Iame, TKM, KZ2 and Honda Cadet categories will also fight it out over the course of the season to become the next British Champion.

For any partnership enquiries, email commercial@motorsportuk.org



British Kart Championships back with a bang!

The biggest British Kart Championships in decades made an instant impact as the opening two rounds of the Rotax series got the new-look season off with a bang.

The 2019 championship, organised by Motorsport UK, travelled to the iconic PF International Circuit in Lincolnshire where 155 drivers across four classes did battle over the weekend of 30/31 March.

One fifth of the current Formula One grid cut their teeth in British Karting and the next generation of stars certainly produced a weekend of mesmerising wheel-to-wheel racing.

Dan Parker, Kart Manager at Motorsport UK said, "It has been a monumental challenge to get to PFI for the first round of 2019, but what a way to start off a brand-new dawn for the British Kart Championships. I cannot thank all of the officials, volunteers and marshals enough. The racing was excellent, the weather was brilliant and everyone walked away with massive smiles on their faces. Several races were decided on the very last lap and by just tenths of a second. This close and exciting racing in the Rotax classes, really bodes well for the rest of the year."

Nominations sought for Superkart Working Group

Motorsport UK is creating a Superkart Working Group to specifically advise on long circuit karting regulations and issues. The new group will sit under the Kart Technical Sub-Committee. Anyone interested in being part of this working group should send a copy of their motorsport CV to **Dan.Parker@motorsportuk.org**



NORTHERN GRIT: 40 YEARS OF M-SPORT

Forty years after Cumbrian Malcolm Wilson founded his rally business, M-Sport has grown into a titan of the motorsport industry. Dan Trent meets the man behind the WRC titles.

By any measure Cumbria is a long way from the UK motorsport industry's midlands heartland. But M-Sport is proud of its independence, identity and willingness to do things differently; the local roots of its founder Malcolm Wilson expressed with obvious pride in its distinctive headquarters outside Cockermouth.

Anywhere else the sight of a fully liveried WRC car returning from a shakedown and pulling up at the gates to a grand country estate would be rather incongruous. Not so here in the Lake District, M-Sport's headquarters at the imposing Dovenby Hall standing as just one symbol of its distinctive approach to motorsport.

Wilson set up his original eponymous company, Malcolm Wilson Motorsport, 40 years ago, just as his career as a professional rally driver was taking off. At a time of life where most young rally drivers would be focused entirely on personal success, he was looking beyond, into ways he could create a business to support both his own ambitions and those of his fellow competitors. "I was rallying Fords and they were so popular I saw an opportunity to supply parts to competitors," recalls Wilson of the early days. "I wanted to offer a service people like me could depend on - the rally doesn't wait for you and I'd been let down so many times holding out for spares."

This entrepreneurial instinct has served him well. A close emotional bond with Ford formalised into a long-standing partnership that's seen M-Sport earn three manufacturer championships and, most recently, two drivers' titles with Sébastien Ogier. Beyond that, there's also been diversification into circuit competition, M-Sport running Bentley's spectacular GT programme and scoring international success in the Blancpain GT Series Endurance Cup.

That original deal with Ford was made over 20 years ago and inspired the move to Dovenby Hall, around the same time Malcolm Wilson Motorsport was renamed M-Sport.

Once a large country estate, Dovenby Hall had more recently served as a residential psychiatric hospital, which then closed and left the site unoccupied. Wilson successfully acquired it and turned it into a global motorsport headquarters with a difference, keeping the grand house as the entrance and administrative block, and adding a state-of-the-art production facility and workshop behind it.

The stately home ambience has been carefully maintained. The impressive, wood-panelled dining room now lined with the trophies and other symbols of M-Sport's success. The estate continues to develop too, and is home to a thriving business park and the new M-Sport Evaluation Centre (MEC), complete with on-site test track and dedicated workshop alongside. Once open, the MEC will enable M-Sport to develop race and rally cars from concept to final



Dovenby Hall, M-Sport's headquarters in the Lake District



shakedown, all on its own premises. All very appealing. But what's the benefit in staying in Cumbria when the rest of the industry is 300 miles south?

"The benefit is living in a beautiful part of the world and I don't have to contend with the M25 or the M40!" laughs Wilson. "We've created a fantastic working environment and, with the big investment in the MEC, we'll have the best resources in the UK. You couldn't create something like this anywhere else. Speaking generally, we've been doing the Ford side for 22 years and we've still got a winning car, so I think we've proved it works."

Wilson's association with Ford goes back to childhood when he'd see the Anglias and Cortinas of the local clubman rally drivers turn up at his family motor spares business for parts. "I must have been about 10 years old and they let me ride in the back on a road rally one time," he recalls, recounting family involvement in grassroots autotests and similar events that clearly lit a spark. "Roger Clark was always a hero. My first rally was in an Escort 1300 and we always had Fords around. People say my veins run blue rather than red!"

Fellow Cumbrian Nigel Arnfield has been with M-Sport from the mid-90s, having started his career down the road in Kendal, with Vauxhall specialists Atkinson Motorsport and the much-missed Dave Metcalfe. Like Wilson, he comes from a competitive background but stepped back from driving to focus on a 'real' job, running development programmes, and now heads up M-Sport's engine team. Back



in the day, it was at Atkinson that Arnfield first got to know the McRae family; Colin starting his career in a Nova and Nigel supplying parts to him, father Jimmy and brother Alister, before their paths crossed again in very different circumstances a few years down the line in the M-Sport-developed Focus WRC.

"It was mid-way through 1995 when I originally joined and I went straight to supporting the Middle East championships with Mohammed Bin Sulayem," recalls Arnfield. "We found out we'd be running the works cars for the '97 season at the end of 1996 – when I'd joined there were about 15 staff and we were running it out of Malcolm's house, but after that it changed very quickly."

Like his boss, Arnfield credits the decision to base M-Sport in Cumbria as one of the firm's defining attributes. "The biggest advantage is you're not in that situation where staff move around between companies," he says. "I was seconded to Cosworth for a period and when you're working down there you see people moving between there, Ilmor and Judd, and then back again, but here we're somewhat insulated from that and people stick around for longer." This has clear advantages for keeping hard-earned knowledge and experience within the company, though he admits it's not for everyone. "You need to be used to the countryside - there are definitely people who try it and love it and those who miss being closer to the bright lights and big cities!"

> "We've created a fantastic working environment and, with the big investment in the MEC, we'll have the best resources in the UK" - Malcolm Wilson

And while M-Sport operates at the very highest echelons of the sport it's clear that an appreciation of grassroots competition informs everything the company does, from developing identical 'control' spec R2 Fiestas for the Junior World Rally Championship, to building, selling and running customer R5 cars in WRC2. Built and managed out of M-Sport's Polish operation in Krakow, the R2 cars create a level playing field for up-and-coming drivers hoping to make the step up. Wilson is passionate about the role the firm has played in the careers of a significant proportion of WRC front-runners.

"Traditionally we have never had the funding to hire the top drivers, so we've had to nurture our own talent," says Wilson. "I really enjoy working with the young drivers and watching them develop - people like Elfyn Evans and Ott Tanak. If you look at the top drivers in WRC now a lot of them came up through M-Sport. While it's disappointing to see them move to other teams, sometimes it's satisfying in a way to know we've played a part in their careers."

Arnfield agrees. "I think the drivers that have been through our hands look back and see it as a good time in their career," he says. "The company still operates like a family and I think the drivers that have come through M-Sport have fond memories."

And in the R2 Fiesta, M-Sport has created a platform on which new talent can shine. Wilson is passionate in his belief that young drivers need a clear pathway to the very top. "The biggest thing we tell any driver coming into the sport is that they have to get into WRC as soon as possible," he says. "You can get up to speed relatively quickly in circuit racing, but it's not the same in rallying. From the moment you first get somebody into a WRC car you have to factor in it's a long road. You look at someone like Teemu Suninen



now - he's showing great raw pace already, but it's probably going to be a couple of years before he's really challenging for top places."

And JWRC is exactly the place in which to spot that up and coming talent. "You have to look at the drivers who've come up, guys like Elfyn and Pontus Tidemand. There's a good track record of them being in our product," says Wilson. "In terms of being spotted, obviously results speak for themselves and I'd say to young drivers they need to choose events with profile, such as the British Rally Championship. But the best way to measure people is JWRC. Because the cars are identical it's very, very easy to see who has the performance. If someone has exceptional speed and is winning by a big margin then, for sure, we're going to follow their progress. If the talent is there we'll spot it."

The exception to this rule was M-Sport's high-profile signing of Sébastien Ogier - Wilson seizing the opportunity presented by VW's sudden exit from WRC to fulfil a long-held dream. He freely admits he bet the farm on getting Ogier onto the team. But it was worth the investment. "He'd always been a target from early in his career," admits Wilson. "I'd wanted him in 2010 and 2012 but it didn't work out, but once he became available for 2017 I made him my priority, because I'd always wanted to work with him and I was ready to put it all on the line to get him. The timing was perfect – we had new regulations to work to, I could see the potential in the car and I wanted to give the guys in the factory a driver who could do it justice. You've got to remember, we hadn't won a rally since 2012 so the timing was perfect and we were delighted with the success that followed."

Nigel Arnfield certainly felt the responsibility that came with hiring a driver with an expectation to win. Previous experience meant he knew how to motivate the troops to the cause. 'I witnessed it before when we ran Carlos Sainz and Colin so I knew what we were in for when we signed Seb. When you're working with a high-profile driver who has that level of self-belief they expect the best of everything and you have to step up. It's been great for the company and for many it's been the first time they've worked with a driver of that stature. You feel the pressure that you have to give the guy everything he needs to get the job done and you don't want to be the weak link. The moment it was confirmed I spoke to everyone and basically told them the drill was to make sure everything was perfect and not to cut corners – you can't let a guy like that down."

While delighted to have brought home a third manufacturer title for Ford and two further driver's championships for Ogier it's clear Wilson regrets the relationship couldn't have been maintained. 'I did genuinely think if we had the success we'd see the benefit in terms of sponsorship but it just hasn't happened,' he admits, with commendable honesty. "I think motorsport in general isn't awash with sponsors as it once was. We'd have loved to have kept working with him but we have to invest in things like the new R5 car - that's our future in WRC longer term and, as much as I wanted to keep him, we know we've got the ability and, if we've got a top driver, we can win."

Arnfield agrees that the Ogier experience will have a lasting legacy for M-Sport. "It lifts everyone's game," he says, simply. "It changes people's mindsets that a small team can take on the big boys. You do need that success and it certainly changes the belief of everyone from top to bottom and improves the way you work, whether that's with works drivers or customer teams."

Whereas in-house manufacturer teams are able to concentrate purely on a single goal, it's M-Sport's appreciation that the sport depends on developing talent, and the cars and championships in which it can flourish, that sets it apart. The self-belief built on recent success will sustain the company for many years to come, with the appetite to win at every level now paired with the practical knowledge of how to do it. On rally stage and race track alike, M-Sport is a British motorsport success story we can all be proud of.

M-SPORT'S TOP FIVE

M-Sport has run Ford's World Rally Championship team since 1996 and in that time it has won five WRC titles. M-Sport first won the Manufacturers' title for Ford in 2006, then repeated that success the following year. The Cumbrian outfit won the same title again in 2017, the year it won its first Drivers' title with Sebastien Ogier. The Frenchman beat the field once again in 2018 aboard his Fiesta WRC to win his sixth Drivers' crown and M-Sport's second.

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KART BOOTS |



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KART SUITS | CIK-FIA APPROVED



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W SERIES: FIVE GO RACING

After a gruelling selection process, five British women have been chosen to race in W Series. Vicky Parrott and Dan Prosser meet the winning candidates

Early next month Jamie Chadwick, Esmee Hawkey, Jessica Hawkins, Sarah Moore and Alice Powell will line up on the grid at Hockenheim, Germany, in identical Tatuus F-318 Formula 3 cars. When the lights go out and all five release their single-seater racing machines onto the opening lap, each of them will begin their season-long fight for the W Series crown. Not only will it be the first time this particular title has been contested, but the first time a championship like this has been fought for in the history of motorsport.

Ours will be far and away the best represented nation in W Series, with almost a third of the women set to compete in this inaugural season hailing from the United Kingdom. The five British women will be racing alongside 13 other contenders from as far afield as Japan and South Africa, all of them female and not one of them paying anything to be there. They will be racing for a $1.5m prize fund, the eventual champion walking away with $500,000 to be put towards the next stage in her career.

No other initiative in racing has gone to such lengths to encourage female competitors to reach the upper echelons of the sport, but few initiatives have been the subject of such controversy either. While those involved insist it will be a game-changer for women in motorsport, others have said its resources could have been put to better use. Pippa Mann, a Brit who competes on the other side of the Atlantic in Indycar, commented, "those with funding to help female racers are choosing to segregate them as opposed to supporting them. I am deeply disappointed to see such a historic step backwards take place in my lifetime."

Some wonder if W Series was even necessary in the first place, but British Formula 3 race winner Jamie Chadwick sees a clear need, "There are no female role models in F1. None of the females coming up through the sport have someone to aspire to be like. A lot of people that speak to me don't actually realise that women are allowed to race in F1!"

While W Series is free to enter, the selection process has been rigorous. From a pool of more than 100 applicants, 50 made it through to the first selection round in January in Melk, Austria, for a three-day assessment. As well as fitness and psychometric tests, the candidates underwent various driving assessments in Porsche Caymans on a low-grip surface and in Ford Fiestas with trolley wheels; the women's on-the-limit car control under scrutiny in both instances. "I was sceptical at first," says Porsche Carrera Cup racer Esmee Hawkey. "It seemed a bit confusing as to why we were in Fiestas and Caymans. But actually, it made me a better driver altogether.



> "The process that all the racers have had to go through was so much more difficult and detailed than what I had to go through when I was starting my racing career"

Having never raced a front-wheel drive car I struggled with the Fiesta, but it was a good opportunity to learn." Alice Powell, an experienced single-seater driver, says that first selection round was 'stressful' while Jessica Hawkins admits her least favourite part was the fitness assessment. "The bleep test," she offers. "Urgh."

W Series is the brainchild of lifelong motorsport fan Catherine Bond Muir. "There has never been a female Formula 1 Grand Prix race winner, let alone a world champion," she says. "Our mission is to change all of that." The judges for that first selection round were former F1 driver Alex Wurz, W Series Racing Director Dave Ryan and 13-time Grand Prix winner David Coulthard, who sits on the series' advisory board. Of the 50 women who made it through the



Melk assessment, 28 were chosen for the final selection round at Circuito de Almeria, Spain.

For the 18 women who have been awarded a place on the grid this year, W Series is a golden opportunity. As well as all expenses, including travel and subsistence, being covered by the series itself, a full season in Formula 3 machinery could be transformational for a driver's career. "For my progression in single-seaters," says Chadwick, "there's no other opportunity that compares with it. It's a no-brainer. The level here is very high, though, so I know I'm going to have to work really hard."

Hawkey will be competing in open-wheel cars for the first time and says W Series is "a huge opportunity for female racing drivers. When I made the step up into racing, from karting, I went straight into GTs as I didn't have the money for Formula racing. I really want to grab this with both hands as I've never had the opportunity to race Formula cars."

For others it was a simple financial consideration. "I couldn't even think of racing professionally without W Series," says Hawkins. While Powell admits, "I've not been doing much racing for the past four years as funding and sponsorship have been holding me back. This gave me an opportunity to get racing again."

It was during the final selection round in Spain that the 28 candidates got their first taste of the Tatuus F-318 F3 car. For many it was the first time they had sampled any sort of single-seater racing car. The women were split into two teams and while half were assessed out on the circuit, their lap times and data pored over by scores of race engineers, the other half were put through another gruelling fitness test. At the end of the four-day assessment, all five British women had been selected to race in W Series.

"The process that all the racers have had to go through was so much more difficult and detailed than what I had to go through when I was starting my racing career," comments David Coulthard. "There's so much data available that every single lap they've done, whether it be at the Melk evaluation or here in Spain, has been under the microscope. The rate of learning has been really impressive, and that's absolutely what we need to see in those who have relatively little experience in single-seaters, but have got natural speed."

Chadwick, Hawkey, Hawkins, Powell and Moore will now contest the six-round calendar that gets underway at Hockenheim next month, and reaches its conclusion at Brands Hatch in August. "It's a dream come true just to be selected," says Hawkey. "Winning W Series would be a once-in-a-lifetime opportunity." Similarly Moore, who won last year's Britcar series aboard a Ginetta G50, has her sights set on bigger and better things, her aim being "to get to LMP3 or LMP2. But I'd love to do another year in Formula cars, maybe even step up and do a year in Formula 3."

"It is tough in karting [for women]. When I first started the females were kind of bullied and pushed around. Senior racing is better and you've got more options to choose from. The men tend to respect you a bit more when you get into higher levels." Given the specific challenges she has faced as a woman in racing, Moore says she's "all for anything that gets women into sport, because we need more role models. I've got a lot of work to do now," she goes on, "because these girls are providing really good competition."

A number of the British qualifiers say they had their doubts about W Series when it was first announced late last year, but their experience of it so far has put those to rest. Hawkins, who won the British Open Karting Championship early in her career, hadn't been expecting driving standards among the candidates to be as high as they were: "I was slightly sceptical to begin with, when I didn't know much about W Series. I looked into it further and soon changed my mind. When I went to Melk I was really surprised at the standard of female racing drivers, and how many there were. That surprised me in a really good way. It's just been great. I've been waiting for an opportunity like this for such a long

time. It really means a lot."

The criticism from some quarters of W Series - that the financial resources might have been better used directly funding the careers of one or two female racers, or that gender segregation will do little to help women compete on the same footing as men - is not likely to be cease any time soon. Chadwick sums it up best, however, when she says, "it's easy to be opinionated, but I don't think the effect of it will really be known until W Series has had its first year." And therein lies the truth of the matter: if W Series does help one, or perhaps a number of women, to reach the highest levels of motorsport, the entire initiative must be considered a success. Until that outcome is known either way we must defer judgement.

That Jamie Chadwick, Esmee Hawkey, Jessica Hawkins, Sarah Moore and Alice Powell have all been selected to race in W Series this year says a great deal about the vibrancy of the UK's junior motorsport scene. For each of them, however, the hard work begins in Hockenheim.

Britain's W Series qualifiers



Jamie Chadwick

Age - 20

Career highlight - 'Winning the MRF Challenge championship this year'

Career ambition - 'To be a world champion, obviously in Formula One'



Esmee Hawkey

Age - 20

Career highlight - 'Racing at Monza last year in the Porsche Carrera Cup and starting from pole'

Career ambition - 'To be a successful racing driver and make a career from it'



Jessica Hawkins

Age - 23

Career highlight - 'Winning the British Open Karting Championship when I was 12'

Career ambition - 'I'd love to do DTM and race at Le Mans, then maybe BTCC'



Sarah Moore

Age - 25

Career highlight - 'Winning the Britcar Endurance Championship last year'

Career ambition - 'To get into LMP3 or LMP2'



Alice Powell

Age - 25

Career highlight - 'My first championship win in Formula Renault in 2010'

Career ambition - 'To earn money as a professional driver rather than going out to find it'

FIRST TIMER: JUSTIN DOBSON



Photo: Brian Taylor

Justin Dobson began competing in cars only last year but already has lots to celebrate, writes Dan Prosser

In the first three months of 2019 alone more than 1200 racing and rallying enthusiasts have gained their Motorsport UK competition licences, many of them realising lifelong ambitions. At some point during the year they will find themselves lined up for the first time on a grid or at a start control, feeling that same heady mix of excitement and nerves that keeps so many of us coming back for more.

In this new regular column we'll meet the men and women who are taking their first steps in competitive motorsport. They will come from all walks of life and while some will be very young, others will be a little older. Their stories, however, will all reinforce the same fundamental truth: that starting out in motorsport needn't be the unachievable dream some might assume it to be.

In this first column we meet Justin Dobson, who lives in Yorkshire and works in the food industry. Justin had raced karts in the past and dabbled with trackdays, but it wasn't until 2018 that he measured himself against both the stopwatch and fellow competitors for the very first time in a car.

"I do remember feeling nervous," he recalls. "It wasn't that I was afraid. It was more a fear of the unknown. I had this nervous energy, not knowing quite where I was supposed to be or when I was supposed to be there. Thankfully the other competitors couldn't have been more helpful."

With a reasonable amount of karting beneath his belt, Justin chose to begin his car racing career in a Caterham Seven. "The Seven was the most

extreme car I could afford and it was very reasonably priced," he says. "More importantly, it behaves like a big go-kart. For my first season I competed in the Lotus 7 Club Speed Championship, which is all sprints and hillclimbs. I kept my expectations low and just targeted not finishing last. By the end of the season I'd won the Novice championship, won three rounds outright and broken three class records. It's fair to say I exceeded my own expectations..."

For his second season Justin has upgraded to a higher-specification Seven with a view to contesting the club's most competitive category. Within the next two or three years he hopes to take up circuit racing as well.

While that level of success in a debut year is unusual to say the least, Justin's first season in competition does provide a useful blueprint for rookie licence holders. "Sprinting and hillclimbing has been a really good foundation for one day moving into circuit racing," he suggests, "because it's very affordable, but it's still enabled me to develop my driving ability. I bought a car that would hold onto its value and chose not to modify it in any way. That first season was all about taking advice and learning as much as I could. I've made new mates as well, people who are very serious about their motorsport, but who don't take themselves seriously at all."

> "By the end of the season I'd won the Novice championship, won three rounds outright and broken three class records"



CLUB CORNER

With a thriving membership and a new purpose-built racing car the MG Car Club is in rude health, writes Dan Prosser

Despite being one of the biggest and best-established single marque clubs in the country, the MG Car Club is focused more than ever on attracting new, younger members. Its various initiatives include discounted membership fees for anybody under 25, as well as the Young Members Group, a branch of the MG Car Club set aside for those under 30. What's even more likely to attract youthful racing enthusiasts into its fold, however, is the sheer affordability of its motorsport activities.

Founded way back in 1930 by the MG factory itself, the club now boasts a worldwide membership some 50,000-strong. Based in Abingdon, Oxfordshire, the club holds six race meetings each year and runs eight championships, which between them accommodate the full spectrum of MG cars. While pre-war machines compete in the Triple M Challenge, the more modern MG ZR and ZS tin-tops race in the MG Trophy and the MG Cup. Iconic V8-powered MG sports cars like the MGB, meanwhile, contest the ever-popular BCV8 series.

According to the club's brand manager, Jade Beckett, a race-prepared MG ZR can be bought for as little as £3000 and entered into a double-header weekend at one of the country's top circuits, such as Silverstone or Brands Hatch, for no more than £435. "Encouraging younger people to join the club is one of our main objectives," she says, "and keeping the cost of entry low is one of the ways we're doing that. Competitors under the age of 25 also benefit from half price entry fees."

From 2019 onwards members will be able to compete on the club's roster of events in a present-day MG model for the very first time. "Working with interns at MG's technical centre in Longbridge," says Beckett, "we've developed a racing version of the MG3 showroom model that provides a low-cost entry route into saloon racing. The car will compete in the MG Cup. The cost of converting a road car into a competition machine is just £5000."

Once the interior has been stripped of all unnecessary items, all the way down to sound deadening material and superfluous brackets, a bolt-in roll cage is added. As well as a racing seat and harness there's also a 4-litre fire extinguisher, which is fully plumbed in, while beneath the skin a freer breathing exhaust system and an uprated air filter improve engine performance. GAZ coilover suspension, EBC brake pads, Aeroquip brake lines and Dunlop Direzza tyres complete the racing makeover.

The latest MG3 hit the roads last year and can be bought brand new for £9495. However, the earlier MG3 is eligible as well and second hand examples can be bought for less than £4000.

With a thriving membership, packed grids across its various championships, incentives for younger members and now its own purpose-built racing car, the MG Car Club is in the rudest of health.

CLUB INFORMATION

Established: 1930
Membership: 50,000 (worldwide)
Based: Abingdon, Oxfordshire
Website: www.mgcc.co.uk
Social: @MGCarClub





"What's likely to attract youthful racing enthusiasts into its fold is the affordability"

ENHANCED: SUMMERLEE RACEWAY



Summerlee Raceway at Larkhall, Scotland, is improving its circuit and facilities to attract top-level karting, writes Dan Prosser

Ours is a sport that refuses to stand still. Whether it's the pursuit of performance, accessibility or safety, motorsport finds ways to better itself with every passing year. That can be seen as clearly in the evolution of Britain's motorsport venues as anywhere else. Kart tracks, rally schools, racing circuits and sprint venues up and down the country are making substantial upgrades to their facilities and track layouts, improving the experience for all stakeholders. In this column we'll visit the venues that are doing exactly that, starting this month with Summerlee Raceway - Scotland's leading kart venue at Larkhall, near Glasgow.



"These improvements put us among the top karting venues in the UK"

The West of Scotland Kart Club, which operates Summerlee Raceway, had been exploring ways in which its circuit could be lengthened and its paddock facilities improved for several years. Widely recognised as a technical and particularly challenging track, Summerlee Raceway has been instrumental in the early careers of the likes of David Coulthard, Allan McNish, Susie Wolff, Dario Franchitti and Paul Di Resta, among others. The club's long-term objective was to bring European and world level karting to Scotland, but without the necessary funding it simply wouldn't have been possible.

It was in 2016 that an extra parcel of land was acquired under a lease from South Lanarkshire Council. Towards the end of last year club member John Graham began talks with committee members, formulating a plan to raise the required capital so that the extra land could be put to best use. Those discussions caught the interest of local businessman David Moulsdale - whose son Angus, a European karting champion, is a club member - who had long harboured ambitions of his own to build a world-class karting venue in Scotland.

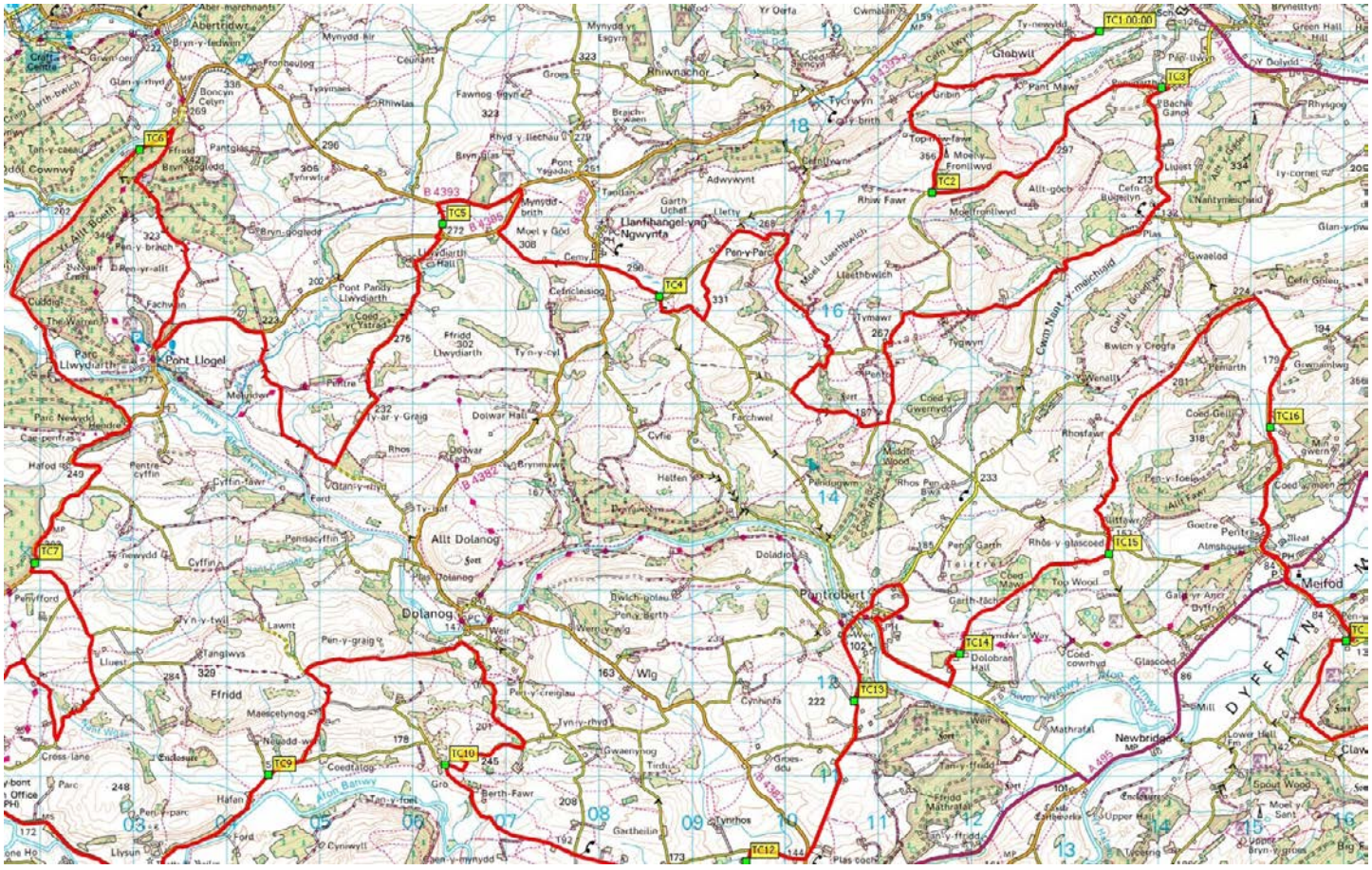
"I was keen to invest in the circuit to make it fit for karting in this modern era," he says. "Primarily I wanted to develop a safe and exciting circuit with an eye on the future to enable us to bring elite-level karting to Scotland." The result of his investment and no small amount of hard work from the West of Scotland Kart Club is an extension of the circuit from 852 to 1140 metres. Crucially, the track's technical nature has not been compromised.

The paddock has been overhauled as well. It is now hardstanding, with numerous anchor points for awnings and 140 electric hook ups. A new communications network has been installed, too, with 2.5 miles of fibre cable laid to service all parts of the site, including the marshals' posts. Even the cafe, now called the Kart Republic Cafe, has been renovated and its menu overhauled.

Further improvements are in the pipeline, all with a view to securing the long-term future of the venue and attracting international karting talent to Summerlee Raceway. "We are grateful for David's generous investment," says club chairman Michael Smith. "We already had the best circuit in Scotland, but these improvements put us among the top karting venues in the UK."



INSIDE HQ: MAKING TRACKS



In the first of a new series of features about Motorsport UK's wide-ranging work, we shed light on our role in route authorisations on the public highway

Have you ever competed on a road or navigation rally? Or even a classic trial or treasure hunt? If so, then you are a direct beneficiary of the work of Motorsport UK's Competition Authorisation Office (CAO).

Fifty-year-old motoring laws stipulate that any competitive event with over 12 cars on open public roads must be authorised in advance. For decades, the Royal Automobile Club has been the authorising body on behalf of the Department for Transport (DfT) in England and Wales. In turn, the Club delegates this important responsibility to Motorsport UK.

David Powell has been running the CAO since 2010, scrutinising around 200 proposed event routes per year. "The goal is to ensure events comply with legislation; we're the sport's governing body but like everybody else we're accountable to higher authorities, so we have to make sure our sport doesn't infringe the laws of the land," he says.

"Our checks and processing procedures will slightly differ from event to event," he continues. "They include ensuring the timings and section distances are compliant, which is especially important with road rallies. We also check for date clashes to ensure different events are not using the same section of public highway within a specified timeframe that could inconvenience residents along the route."

Powell also checks whether events are planning to pass known 'Sensitive Areas' – locations of residents who have reported disturbance from previous events. He also checks whether events are planning to use public rights of way and, if so, whether permissions from the Local Authorities have been obtained.

"When the applications are fully checked and processed, we write to the organisers to inform them their application and route has been accepted, and also request any additional information of clarifications we need," Powell says. "Once we've received all outstanding information and we're satisfied the event is fully compliant, the authorisation documents are issued during the week before the event."

"We ensure the timings and section distances are compliant, which is especially important with road rallies."

In total, the CAO liaises with 39 police constabularies and 11 National Parks in England and Wales. It also works closely with Motorsports UK's Route Liaison Officers (RLOs) who are allocated to each police area. The RLOs have significant experience and local knowledge, and perform a crucial role in liaising not only with the police but also with local residents, event organisers and the CAO itself to ensure events run as smoothly as possible.

So, what are the main challenges involved in the CAO's work? "Ensuring all the right information is sent to the police and national parks within the timeframe specified in the legislation is always a priority," Powell says.

"We ensure the timings and section distances are compliant, which is especially important with road rallies"

"Also, working with residents who are concerned about an event route or have experienced disturbance. We obviously take these matters very seriously and do whatever we can to mitigate any concerns."

Technology has had a major influence in the Route Authorisation process, most recently with the introduction and development of digital mapping applications. Originally, route tracings (on tracing paper) of 1:50,000 Ordnance Survey maps were submitted but around 85 per cent of applications are now received digitally.



Results

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

Kartpix.net



British Kart Championships

Rotax round 1-2: PF International, 30-31 March

The biggest British Kart Championships in decades made an instant impact as the opening two rounds of the Rotax series got the new-look season off with a bang.

Rotax MiniMax

First-up to entertain the crowds at a sun-kissed PFI was the MiniMax series for drivers aged 11 to 15. The Coles Racing duo of Archie Kitching and Sam Gornall diced for the lead with the advantage being exchanged several times in the early stages. Gornall clinched the first win of the season by just 0.17 seconds, with Alexander Hughes fending off Ryan Willis for third.

Kitching was to have his own celebrations as the Shipley driver lifted the trophy in the second contest of the weekend. Hughes followed Kitching home in second to bag another haul of points while Jez Hughes in his first season in the BKC took a fine podium – making up eight places after a spirited drive.

Junior Rotax

Kai Hunter did the double in the Junior Rotax category for drivers aged 13-17. The DHR star hardly put a foot wrong all weekend as he took a lights to flag victory in both contests.

Hunter was pushed hard by Tom Adams and Taylan Babbs in the first contest before Babbs and Harry Newman-Oakley slugged it out for the spoils in the second.

Senior Rotax

In the first final in the Senior Rotax class for drivers aged 16 and over, James Johnson climbed onto the top step for DHR after a nail-biting race which saw the top-three blanketed by less than one second.

Kieran Gifford was the runner-up in race one, but he had his own moment in the spotlight in race two as he secured his first win of the season and with it the championship lead leaving PFI.

Rotax 177

Last, but by no means least, the Rotax 177 classes were the final category of the weekend. Topping qualifying was Nathan Chafer who maintained his excellent form to secure the first win of the year in front of James Beacroft and Chris Wright.

Levi King, who had a disappointing first round, pulled out all the stops to lift the race two trophy from 12th on the grid. James Beacroft was 'Mr Consistent' as he recorded back-to-back second places as 2018 Open Champion Michael Cheek rounded out the top three in the final race of the PFI meeting.



British Kart Championships

IAME Round 2: PF International, 13-14 April

The British Kart Championships action resumed at PF International on the 12-14 April with the IAME classes roaring into life ahead of a 12-round action-packed calendar.

MINI X30

Despite being the smallest grid numerically with 18 entries, the Mini X30 drivers began the run of finals with an absolute corker of a race.

Starting from 11th on the grid Daniel Bolton quietly picked off his rivals one at a time to take the win in final two. Ed Pearson took second place for Coles Racing, with Alfie Rigby in third.

JUNIOR X30

The 50-strong Junior X30 entry had a tough act to follow as the next race up after their Mini counterparts but with four different winners from four heat races the field looked wide open.

Georgi Dimitrov celebrated a double victory, winning both rounds one and two at PFI. Caden McQueen and Josh Rowledge completed the podium.

SENIOR X30

Clayton Ravenscroft won round two, despite a close race-long battle with Gus Lawrence.

Working together to establish an eight second cushion, Lawrence passed Ravenscroft on lap 12 of 16 and led until the penultimate lap when Ravenscroft made his move. Louie Westover initially completed the podium but was demoted to eighth with a nosecone penalty to leave Morgan Porter in third.

CADET IAME

The Cadet IAME contenders rounded off the weekend with a typically spirited display with a head-to-head battle between Kean Nakamura Berta and Harley Keeble, who shared the earlier heat wins between them.

The second final saw Nakamura - Berta collect his maiden British Championship victory by less than two tenths of a second ahead of Keeble, with Harry Burgoyne Jr rounding out the top three.



British Autotest Championship

Round 3: Juniper Autotests, 14 April

Alastair Moffatt won round three of the championship in cold conditions at Silverstone Circuit.

The end results showed Moffatt to have extended his lead over Chapman to 18 seconds, with Fox a further 20 seconds behind.

Championship points

1 Alastair Moffatt – 86 points

2 Chris Chapman – 78

3 Willie Keaning – 77

RallycrossBRX.com



Toyo Tires British Rallycross Championship

Round 1: Silverstone, 24 March

Five-time champion Julian Godfrey won the opening round of the championship to take the early points lead. Godfrey dominated all three qualifying rounds and the final to claim victory ahead of Irish Rallycross Champion Derek Tohill.

Championship standings

1 Julian Godfrey – 30 points

2 Derek Tohill – 27

3 Pat Doran – 25

RallyGallery



Protyre Asphalt Rally Championship

Round 1: Rallynuts Tour of Epynt National Rally, 10 March

Jason Pritchard got his title defence off to the best possible start, winning the Rallynuts National Tour of Epynt, in his Ford Focus WRC.

Pritchard and co-driver Phil Clarke took the lead on SS2 and never looked back.

Championship standings

1 Jason Pritchard – 30 points

2 Damian Cole – 28

3 John Stone – 27



British Sporting Trials Championship

Round 7: JB Taylor Sporting Trial, 14 April

Ian Wright dominated the JB Taylor sporting trial on Sunday at Crewkerne all day to win by a clear margin and take his second win of the season. George Watson proved to be his nearest challenger despite a poor last round dropping double the points of Wright.

Results

1. Ian Wright, Sherpa Indy, 20

2. George Watson, Hamilton, 31

3. Paul Price, CAP, 34



KNC Groundworks Scottish Rally Championship

Round 1: Border Counties Rally, 16 March

Two-time Scottish Rally Champion Euan Thorburn stormed to a superb victory on the opening round. He beat Garry Pearson by 33 seconds, with Freddie Milne grabbing third.

Results

1 Euan Thorburn/Paul Beaton (Ford Focus WRC) 40m51s

2 Garry Pearson/Dale Bowen (Ford Fiesta R5) 41m24s

4 Freddie Milne/Steven Brown (Mitsubishi Evolution 9) 42m29s

BRC



British Rally Championship

Round 2: West Cork Rally, 16-17 March

Welshman Tom Cave scored his first BRC win in a four-wheel-drive car. Along with co-driver James Morgan, Cave won by a mere 4.8 seconds in his Hyundai i20 R5, ahead of reigning champion Matt Edwards (Ford Fiesta R5).

Championship standings

1 Matt Edwards – 43 points

2 Marty McCormack – 27

3 David Bogie – 26

Songasport



Britpart British Cross Country Championship

Round 1: Walters Arena, 6-7 April

Adrian Marfell and Paul Bartleman won the opening round at Walters Arena in South Wales.

Justin Birchall and Jonny Koonja led until electrical issues with their Lofthouse Freelander dropped them to second.

1 Adrian Marfell/Paul Bartleman (Fouquet-Nissan) 2h29m16s

2 Justin Birchall/Jonny Koonja (Lofthouse Freelander) 2h30m25s

3 Mark Jacques/Adam Nicholson (Lofthouse LS3) 2h39m03s

BTCC



Kwik Fit British Touring Car Championship

Rounds 1-3:
Brands Hatch Indy, 6-7 April

The 2019 championship kicked off at Brands Hatch as Josh Cook, Andrew Jordan and Rory Butcher claimed a win apiece on a breathless afternoon of racing.

Cook won the opener after getting his tyre tactics spot on, as others switched to wet tyres

Championship standings
1 Josh Cook – 44 points
2 Tom Chilton – 40
3 Stephen Jelley – 35

British F4



British Championship certified by FIA - powered by Ford EcoBoost

Rounds 1-3:
Brands Hatch Indy, 6-7 April

Luke Browning, Louis Foster and Sebastian Alvarez shared the wins as the curtain rose on the 2019 F4 season.

Browning stormed to victory from the fifth row of the grid in an action-packed race one amid wet conditions at Brands Hatch.

Championship standings
1 Sebastian Alvarez – 61 points
2 Luke Browning – 46
3 Louis Foster – 43

Jonathan MacDonald



McGrady Insurance NI Rally Championship

Round 3: Eakin Bros Brian James Trailers Stages Rally, 6 April

Desi Henry and Liam Moynihan won the Eakin Bros Brian James Trailers Stages Rally, round three of the championship.

Results

1 Desi Henry/Liam Moynihan (Fabia R5)

2 Callum Devine/Brian Hoy (Fiesta) +14.1s

3 Kevin Eves/Chris Melly (Corolla) +1m29.4s



Pirelli Welsh Rally Championship

Round 3: Rallynuts Stages Rally, 13 April 2019

Scott Faulkner returned to the finish of the Rallynuts Stages in Builth Wells to claim maximum points by just one second.

Championship standings

1 Matthew Hirst – 62 points

= Tom Llewellin – 62

3 Scott Faulkner – 57

Paul Lawrence



Fuchs Lubricants British Historic Rally Championship

Round 1: Rally North Wales, 30 March

Nick Elliott and Dave Price got their season off to a flying start by taking maximum points in the opening round of the championship.

Championship standings

1 Elliott/Price – 31 points

2 Price/Brooks – 26

3 Orr/Henderson – 23

Events

Upcoming Events

Santa Pod, Northamptonshire, 19-21 April

Festival of Power

Over Easter weekend Santa Pod will host the year's loudest and fastest motorsport event. Top fuel dragsters, nitro funny cars and jet cars with in excess of 10,000bhp will sprint along the quarter-mile strip, sometimes in as little as five seconds.

Away from the drag strip, monster trucks and stunt displays will wow the crowds even further while the new-for-2019 variety marquee, which will host magicians, acrobats and escapologists, will ensure there's something for the whole family. There'll also be evening entertainment for those camping over the weekend.

Oulton Park, Cheshire, 20-22 April

British GT and F3 Championships

The British GT and British F3 Championships begin again at Oulton Park towards the end of the month.

Last year's British GT champion Flick Haigh - who became the series' first female winner after lifting the title alongside Jonny Adam - will not defend her crown, opening the way for a new champion. In British F3, meanwhile, at least 16 ambitious young racers will begin their hunt for glory in Britain's premier single-seater category. Linus Lundqvist, champion in 2018, has used British F3 as a springboard into European competition as he graduates to the EuroFormula Open Championship.

Lydden Hill, Kent, 22 April

Toyo Tires British Rallycross Championship

The 2019 British Rallycross Championship got underway last month at Silverstone, where five-time champion Julian Godfrey claimed an early points lead with an emphatic victory in his Spencer Sport Mitsubishi Mirage.

The series returns to Lydden Hill, the spiritual home of rallycross, later this month for round two with multiple champion Pat Doran hoping to improve on his third position at Silverstone. Meanwhile, Irishman Ollie O'Donovan will have his sights trained on the top step of the podium as he targets a second British Rallycross Championship crown.

Carlisle, 27 April

Pirelli International Rally,

The action-packed British Rally Championship heads to Carlisle, Cumbria at the end of the month for the Pirelli International Rally (27 April) – the third round of the series.

Crews will face a one-day shoot out over 80 fast and furious gravel miles in the infamous Kielder Forest complex. The Ceremonial Start will take place at the Pirelli factory on the outskirts of Carlisle ahead of eight timed stages on the fast and flowing gravel roads before a family-friendly finish in the centre of Brampton where fans will be able to get up close to the cars and stars.

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Putting members at the heart of Motorsport UK

Motor Sports Council
National Court

SITTING TUESDAY, 4TH DECEMBER 2018

Mike Garton, David Scott, Guy Spollon (Chairman)

Case No. 47

Jez Williams (Minor Competitor) and Chris Williams (Parent PG Licence Holder)

This matter comes before the National Court by way of an Eligibility Appeal. The essential facts are as follows:

1. On 28th October 2018 Jez Williams was a competitor (No 68) in the Honda Cadet Class races at The Mansell Raceway Dunkeswell organised by the Dunkeswell Karting Club.

2. A non-compliance report was duly issued and, subsequently, the Clerk of the Course issued a penalty notice whereby Jez Williams was disqualified from the results of the race. The appellants thereafter lodged their notice of intention to appeal.

The Williams' engine was on 4th December 2018 carefully examined at Motorsport UK House and the deck height measured using the appropriate tooling which revealed that the engine was non-compliant.

The National Court therefore:

1. Rejects the appeal.

2. Orders a contribution of £250 towards the costs.

Guy Spollon Chairman
4th December 2018

SITTING TUESDAY, 4TH DECEMBER 2018

Mike Garton, David Scott, Guy Spollon (Chairman)

Case No. 48

Ripon Motor Sports Club, St Wilfrids Classic Rally, 12th August 2018

This matter comes before the National Court by way of a C9 Inquiry. The essential facts are as follows:

1. The Ripon Motor Sports Club held their St Wilfrids Classic Rally in North Yorkshire on 12th August 2018.

2. The gentleman responsible for collating the results of the rally on behalf of the Club was a Tony Newman, a well respected and highly experienced rally organiser with over 30 years' experience.

3. The results of the rally were produced by a computer-based system. When Mr Newman typed in the formula which should have provided the grand total of penalties for each of the individual regularity sections he, unfortunately, omitted to include within that formula the last (eighth) section. The mistake was a simple typing error, a very minor error in terms of the number of key depressions and/or characters.

4. The mistake was picked up after the event and those at the Ripon Motor Sports Club are anxious for the amended set of results to be published in place of those originally distributed.

The court finds that:

1. This was a simple error by the collator of the results, who had hitherto, never made a mistake compiling rally results in the previous 30years.

2. This is a case where there is absolutely no need for any penalties nor criticism of the personnel involved with this rally.

3. The Ripon Motor Sports Club should without delay re-issue the amended results of the rally and inform all competitors affected by the new results.

Guy Spollon Chairman
4th December2018

SITTING TUESDAY, 22nd JANUARY 2019

David Munro (Chairman), Mike Harris, Chris Mount

CASE No J2018/50 – Fun Cup, BRSCC, Brands Hatch – C.9 Inquiry

The National Court has conducted an Inquiry pursuant to General Regulation C.9 into the publication of the results of Race 4 of a BRSCC race meeting held at Brands Hatch Circuit on 9th September 2018.

The National Court is satisfied that the results of Race 4 as were originally published contrary to the Championship Regulations of the Fun Cup Championship in that they conflicted with Championship Regulation 2.9.1 which states:

"All cars that start the race will be classified as finishers (regardless of the number of laps completed) unless excluded by the Clerk of the Course or Stewards."

As originally published, the results showed 4 cars as non-finishers even though they had started the race and had not been disqualified

Unfortunately, Timing Solutions Ltd, the contracted timekeepers, at the

request of the Clerk of the Course, then revised the published results to reflect the requirements of the Championship Regulations, but they did so without any authority enabling this action to take place.

It should be noted that General Regulation H35.1.6 applies and that only the Motor Sports Association had the authority to amend the final results.

In the circumstances the revised final results are confirmed as correct and the amendment is now authorised by the National Court.

David Munro Chairman 22/01/19

SITTING TUESDAY 22nd JANUARY 2019

David Munro (Chairman), Mike Harris, Chris Mount

CASE No J2018/51 – Freddie Slater, C.9Inquiry

The National Court has conducted an Inquiry pursuant to General Regulation C.9 into the publication of results of races that took place at a meeting on the Trent Valley Kart Club on 28- 30th September 2018 at PF International Circuit.

The evidence before the National Court makes it plain that Freddie Slater, a competitor in the IAME Cadet Championship was disqualified by the Stewards from Race 4 for an offence under General Regulations C.1.1.5 in that he drove in a manner incompatible with general safety.

He then appealed that decision and raced thereafter under appeal.

This appeal subsequently lapsed as there was no confirmation of Appeal within the 10 days of his Notice of Appeal as required by General Regulation C.7.1.6.

Accordingly, it is ordered that the results of all subsequent races in which Freddie Slater competed at that meeting should be amended to reflect the fact this his appeal lapsed, and that he is classified as disqualified in such subsequent races.

David Munro Chairman 22/01/19

SITTING TUESDAY, 5th MARCH 2019

Mike Garton, David Scott, Guy Spollon (Chairman)

CASE No J2019/01 – Connor Woods

This matter comes before the National Court by way of a Disciplinary Hearing for alleged breaches of General Regulations C1.1.4 and A10.1.5.

Motor Sport UK was represented by Mr Jamie Champkin, Regulatory Counsel. Mr Connor Woods was not before the court and was not represented. Mr Woods by email on 4th March 2019 sought an adjournment of the hearing on the basis of an alleged illness, having failed to respond to previous communications from the National Court. In the absence of any medical note and a full explanation as to his illness other than 'bad flu', the National Court declined the application and proceeded to hear the matter in Mr Woods' absence.

Two witnesses were called: Ian R Davis, the Regional, Rallies and Cross Country Executive of Motorsport UK, and Simon Mauger, the owner and Managing Director of Major Motorsport Ltd. Both witnesses impressed the National Court as honest and straightforward individuals.

The essential facts in this matter are:

1. Major Motorsport Ltd is a small company which prepares competition rally cars. The company hires out their cars to paying customers who are required to pay a damage deposit relating to the insurance excess in addition to the hire fees. Hired cars are required to be insured by specialist insurers to cover any 'accident damage'. Major Motorsport Ltd requires any insurances excess to be paid in advance of the event to be held until after a full post event damage inspection can be undertaken.

2. In April 2018 the company hired out to Mr Connor Woods on preferential terms a Vauxhall vehicle for him to participate in the Pirelli Rally on 28th-29th April 2018. The contract was in writing and the damage excess was in the sum of £2,000 to be paid prior to the commencement of the event. The actual hire cost of the car was paid by Mr Woods by means of a BACS payment.

3. In the run up to the event extra services were requested by Mr Woods, amounting to £999.60 inclusive of VAT.

4. Prior to the commencement of the event Mr Woods handed over to an employee of the company £3,000 in cash to cover the insurance excess and the extra services.

5. Mr Connor Woods successfully completed the rally, but the car sustained damage during the event. Mr Connor Woods, his father, Trevor Woods, and his family left the rally in haste. Almost immediately after the departure of the Woods family, the £3,000 cash was found to be missing. The family were detained by the police en route to their ferry. Mr Trevor Woods was found in possession of £2,800 and charged with theft. After a trial Mr Trevor Woods was found guilty of theft of the money. For the avoidance of doubt Mr Connor Woods was not

arrested for nor charged with the theft of the money in question.

6. Post the event Mr Connor Woods was contacted by Simon Mauger and notified that the rally car had been damaged and that the cost of the repairs exceeded the sum of the excess. Mr Connor Woods failed to respond. Those at Major Motorsport Ltd were, accordingly, unable to process any claim under the insurance policy due to Mr Connor Woods' failure to present the claim. The damage to the rally car was photographed and recorded.

7. Major Motorsport Ltd were eventually obliged to commence legal proceedings against Mr Connor Woods. A default judgement was secured against him in the sum of £5,725.98. Mr Connor Woods failed to acknowledge or settle the judgement and, therefore, enforcement proceedings were instigated leading to an outstanding debt of£6,461.39.

8. At the criminal trial of his father, Mr Connor Woods, when approached by Simon Mauger, indicated that he had no intention of paying the debt and, if necessary, would merely compete in Ireland in the event of Motorsport UK taking action.

9. Ian R Davis, following a complaint by Major Motorsport Ltd wrote to Mr Connor Woods advising him that the non-payment of the judgement against him might be viewed as a breach of the Motorsport UK General Regulations.

10. Mr Connor Woods spoke to Mr Davis by telephone on 22nd November 2018 and indicated that he was intending to challenge the judgement and that he had a hearing in early December 2018. Enquiries with the Northern Ireland Courts and Tribunal Service revealed that no application had been made in respect of the judgement and that there was no hearing date in respect of the proceedings in December2018.

11. Mr Connor Woods also emailed a colleague of Mr Davis on 22nd November 2018 and stated that he did not cause any damage to the Vauxhall car he had hired from Major Motorsport Ltd.

A10.1.5 states that Motorsport UK expects competitors and their associates at all times to:

"Conduct themselves in a proper manner at all times and always behave in the best interest of UK motor sport."

C1.1.4 states that it is a breach of the Regulations and will lead to disciplinary action being taken if someone does an:

"act prejudicial to the interest of Motorsport UK and/or motor sport generally."

The National Court considers that there has been a breach by Mr Connor Woods of both regulations. The National Court, therefore, orders:

1. A licence suspension under the provisions of C2.6 whereby Connor Woods is forbidden from taking part in any motoring competition for a period of 5 years in the UK.

2. That Connor Woods may seek to have his suspension lifted and apply for a competition licence:

(a) After the expiration of 12 months of this order and

(b) Upon proof that the judgement in favour of Major Motorsport Ltd Northern Ireland Courts and Tribunal Service EJO reference number N/19/00396 and reference number E98YJ223 has been paid in full.

A contribution of £500 towards the costs of these proceedings.

The National Court directs that a copy of this judgement should be forward to Motorsport Ireland.

For the avoidance of doubt the National Court further notes it will not be involved in the enforcement of civil debts.

Guy Spollon Chairman
5th March 2019

SITTING TUESDAY 5th MARCH 2019

Mike Garton, David Scott, Guy Spollon (Chairman)

CASE NoJ2019/02- Paul Bird

ORDER

WHEREAS Pursuant to Order of Motorsport UK dated 13 February 2019the Motor Sports Council National Court convened an Inquiry into the above matters and

WHEREAS the National Court sitting on 5 March 2019 has noted that Mr Bird was invited to make representations but declined and

WHEREAS the National Court was addressed by Mr Champkin Regulatory Counsel for Motorsport UK and WHEREAS the National Court makes the following Findings of fact:

1. Mr Paul Bird being licensed by Motorsport UK and the holder of an 2018 International Rally Licence competed in the above Championship and

2. Mr Bird was selected for doping test by UKAD officials at the Rallynuts Championship event and he refused to provide a sample and

3. Mr Bird subsequently took part in the Plains Rally and the Carlisle Stages prior to the imposition of a temporary suspension by UKAD ON 11 July 2018and

4. On 8 January 2019 the UKAD Tribunal published its Decision and whereby Mr Bird was following a finding of a second offence declared ineligible to take part in all sport for

a period of 8 years and

5. Mr Bird's co-driver Jack Morton is innocent of any breach of the General Regulations whether in relation to UKAD or at all and

6. The consequential effect of the UKAD Tribunal Decisions was that Mr Bird is disqualified from the Rallynuts event and also from the Plains Rally and Carlisle Stages Rally and

7. The Court being satisfied that the UKAD Decision and its underlying facts being of such gravity and contrary to the interests of the Motor Sports Council and

8. The Court noting the General Regulations 2019 and their interdependence on the UKAD Regulations within the framework of WADA and the International Sporting Code of FIA and

9. The Court noting General Regulation H.35.1.6 and the extent of its authority and Powers under General RegulationC.9.1

ORDERS

(A) That Mr Bird shall be removed from the results of each of the Rallynuts Stages and The Plains Rally and the Carlisle Stages (all 2018)and

(B) The event and Championship Organisers shall prepare and publish within 7 days of this Order amended results giving full effect to Order A above ('the Amended Results') and consequential repositioning of competitors and

(C) Mr Bird must return to the relevant organiser all prizes and awards affected by the above Orders A and Band

(D) The Amended Results shall not be subject to any Appeal and

(E) There be no Order as to Costs

In passing the National Court remarks that:

i. the effective integration of UKAD Regulations and consequences with Motorsport UK General regulations might be reviewed by Motorsport UK as early as possible and

ii. The National Court is very concerned that competitors are consuming prohibited drugs and hopes that the ASN will react accordingly and

iii. The National Court makes clear that it will in future actively consider Disqualification from *all* championship results (in other words pre and post violation) in any doping or alcohol case.

Guy Spollon Chairman
5th March 2019



Time to reach out

Motorsport UK's Head of Sport Promotion says it's time we looked beyond our traditional categories of motorsport and embraced all forms of fun on four wheels

A learned gentleman recently said, "Imagine a governing body that had to look after all ball sports: football, rugby, basketball, volleyball etc. Motorsport UK faces a similar challenge. The common thread is that all your members love a sport that involves sitting behind a steering wheel. But circuit racing, sporting trials, rallying and hill climbs are all very different..."

The point was not lost on me. It is Motorsport UK's job to look after the best interests of a diverse range of different motorsports, all with their own unique characteristics, issues and regulations.

As ever, Motorsport UK continues to work behind the scenes to protect our sport by tackling challenges such as the Vnuk insurance threat head-on. But, following our recent transition from an organisation that regarded its remit as being limited to regulation and administration, to one that also seeks to promote the sport, we now have a much greater challenge.

Like the organisation's new leadership, I strongly believe that if we are going to promote the sport effectively, it's vital that Motorsport UK reaches out and engages with audiences that have not traditionally come under the umbrella of the governing body: track days, indoor karting and drifting, for instance. This is not with a view to regulating those activities, it is much more about building a larger community of like-minded people who simply love having fun on four wheels.

Why does a bigger community matter? Because we all need to work together to safeguard our sport. The bigger our community becomes, the louder our voice gets when we speak out on the issues that matter to us all.

We must also need to work as one big community to ensure our sports remain viable. Recruiting enough marshals and officials for events is a constant problem for clubs. In a recent survey of our competitors, only 25% had ever spent a day marshalling. However, of those who had, 87% agreed it had given them a better perspective on competing.

For me and many others, the marshals and officials are the power behind our sport. As the statistics clearly illustrate, drivers can learn a lot from marshals and, like my fellow columnist Nadine Lewis, I urge competitors to get out there with them for a day or two. And take some friends!

It is equally important for all of us as a community to promote entry level motorsport and highlight how accessible it can be. Figures suggest that 50% of new circuit racers come from the track day community and, while it would be wrong to suggest all the track day drivers want to go wheel-to-wheel racing, I believe many would readily have a go at easy-access disciplines like autoSOLOs, sprints and road rallies if the pathway was made easier.

As we move towards a future of increasingly autonomous vehicles, our relationship with cars and the way we use them will start to change. But there will always be people who love having fun in a car.

> "The bigger our community, the louder our voice when we speak out on issues that matter to to us all"

Together with our motorsport community, it is Motorsport UK's job to promote all forms of fun on four wheels, not just the categories that have historically fallen within our remit. This is something we are firmly committed to.

About Ian

Ian Berry is Head of Sport Promotion at Motorsport UK, responsible for building relationships between Motorsport UK and broader areas of motorsport, including track days and commercial karting. Ian previously ran MotorSport Vision's track hire business and also established 'Club 100' as a predominant entry point to the sport.



Why competitors should marshal

The Chair of the British Motorsport Marshals Club (BMMC) on why competitors should grab a pair of orange overalls and head for the bank

There are normally only two situations in which marshals and competitors meet. The first is in the paddock, perhaps during the build-up to a race. The second is when it all goes pear-shaped on circuit, a situation that's very often accompanied by angry shouting or sullen silences.

We marshals understand. Really, we do. We are enthusiasts after all and we know how much effort goes into getting on the grid. But I wonder nonetheless how many drivers actually understand that we're volunteers…

I run taster days to introduce new marshals to our hobby. I take them everywhere, from scrutineering to timekeeping, the paddock, the pits, onto the circuit and into Race Control to meet the Clerks and Stewards and radio operators - all run by enthusiastic volunteers.

Occasionally novice drivers in certain championships have attended taster days to gain a signature on their race licences. They have all said they've picked up important information during these tours and the subsequent hands-on experience of marshalling in a team in the afternoon. They get an insight into the training we receive, the way we work in teams and the camaraderie between the volunteers.

It's for that reason that I wish all drivers were obliged to participate in a day's marshalling as part of their competition licence. It would really open their eyes to the work of the volunteers, who sign on early and don't get to finish until the last car completes its slow down lap, who have to stay alert and focused every session, who have to run communication throughout an event and who undergo continual training. Drivers would also see how we support each other before, during and after incidents.

They would get a very different perspective on a race meeting if they spent a day marshalling. Normally they only need to be concerned about their sign-on time, driver briefings, qualifying and race times. We, on the other hand, are watching all sessions as they unfurl.

During a race we discuss who looked quickest, we note who kept getting the corner wrong and we know who has outbraked themselves even before they do! Above all we are enthusiastic followers who recognise when a driver has made some great overtakes, battled their way in the mid-pack and pulled off a great race after a bad qualifying. We will have a joke and a laugh too – we are human after all.

Some drivers attend marshal training days to give their perspective on different aspects and I wholeheartedly encourage more to do so. Some I know have attended rescue unit training sessions. Hopefully you'll never need one but it's good to know what they are trained to do.

So why is it not compulsory for drivers to do a day's marshalling? Understanding what we do could help your understanding when something goes wrong. We aren't that different from competitors – we are all enthusiasts, some of us may be frustrated drivers too, but we all want to have a great day, see some close competition and go home safe and sound come the end of the day.

> "Competitors would get a very different perspective on a race meeting if they spent a day marshalling"

About Nadine

Nadine Lewis is a passionate motorsport marshal who has been Chair of the BMMC since. She is a former Motorsport UK Marshal of the Year, recognised for her role in recruting new volunteers and supporting them during their early years of marshalling.



Breaking more new ground

The club racer on what it's like to become the first disabled female driver to compete in a stage rally… in a GT car

I was pleased to notch up a couple of 'firsts' recently. After completing the BARS course, I competed in the Donington Rally run by Dukeries Motor Club; not only was I the first female with a spinal cord injury to compete in a rally, but I was also the first car entered in rallying's new GT class.

I originally intended to compete in the Spinal Track Toyota GT86 but when the GT class was announced shortly before the event, I knew I had to use my Porsche Cayman.

I made a frantic phone call to EMC Motorsport to ask if they could turn my race car into a rally car in just under three weeks. When they said yes, we had a race against the clock to turn my Porsche racing car into a Cat 3, GT-spec rally Cayman.

My mechanics had never built a rally car before, so we were grateful for Motorsport UK's guidance about what needed to be done to make my Cayman ready for its Cat 3 logbook. It turns out racing cars are surprisingly adaptable for tarmac rallies!

Terry Cox, one of the most experienced scrutineers in the UK, was the man for the job when it came to the logbook. I've worked with Terry since the beginning of my racing career as he's the regular Porsche Club Championship scrutineer.

My mechanics had never built a rally car before but it turns out racing cars are surprisingly adaptable!

It was a brave choice when it came to choosing my co-driver for the event. My partner, Andrew, is a rally instructor and examiner, so offered to navigate for me. Despite our often 'shouty' relationship in a race car together, we got on really well; there are a few rally crews in the British Women Racing Drivers Club (BWRDC) and the saying goes that couples who rally together, stay together.



The rally was drenched, and I was grateful for Andrew's experience. Craner Curves backwards is completely blind and you just have to trust that you know where the track goes having driven it hundreds of time in the more familiar direction during races. I definitely think rally novices should use experienced drivers as their co-drivers for first events, because Andrew's experience was invaluable for me.

> "My mechanics had never built a rally car before but it turns out racing cars are surprisingly adaptable!"

Rallying is completely different to racing but I absolutely loved every minute of it. The stress and build-up in racing simply doesn't exist on a rally. The focus is constant as you never have any downtime during a rally. That also means the adrenaline peaks of qualifying, being on the grid and taking the checkered flag aren't there.

For me, it's still massively exciting, but it's a very different buzz to racing. You'll definitely be seeing me at more rally events this year. I've got the rally bug and I can't wait for my next one!

About Nathalie

Nathalie is a disabled racing driver who competes in the Porsche Club Championships and runs the charity Spinal Track. She is President of the FIA Disability and Accessibility Commission, and Motorsport UK's consultant on disabled motorsport.

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The parting shot



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