May 2019

Revolution

The official magazine of motorsport UK

"HITTING THE STRIP"

PUMPING UP THE VOLUME ON DRAG RACING



SUPER 8
THE FIRST EVER ALL-FEMALE SCRUTINEERING TEAM

FIRST TIMER
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CEO's MESSAGE



THE REVOLUTION

"On the subject of inclusivity, I feel passionately that there needs to be a concerted effort, by the motorsport industry as a whole, to do more to support women in our sport"

What's one of the biggest issues facing motorsport today? In my opinion, it's that only 5% of competition licence holders are female.

I feel passionately that there needs to be a concerted effort, by the motorsport industry as a whole, to do more to support women in our sport. The launch of W Series is a brave innovation backing some of the top women drivers, and initiatives such as Dare To Be Different and Girls on Track encourage more women to get involved. But motorsport still falls significantly behind other sports, in terms of both participation and wider involvement.

The irony is that, compared with other sports, motorsport is one of the few sporting environments where men and women can compete, support and officiate on a level playing field.

In this second issue of Revolution we continue to cover some of the more diverse championships in our sport, while bringing you many more stories and insights. This month's cover story, for example, offers a fascinating look 'under the bonnet' of possibly the fastest, loudest and most spectacular motorsport discipline of all – Drag Racing.

With Top Fuel cars reaching over 300mph in under 4 seconds, Drag Racing is an assault on the senses. At the same time, it's wonderfully inclusive – the next generation of drivers competing from as young as eight-years-old. It's also our most popular discipline amongst women, with twice as many licence holders compared with other forms of motorsport.

In our second feature story we meet the first ever all-female scrutineering team, who recently volunteered at an Aston Martin Owners' Club meeting at Donington Park. Motorsport needs to take a proactive stance and get behind more initiatives like this.

On the subject of diversity, we're seeking new members for our Board and committees from a range of backgrounds. I strongly encourage a more diverse representation of our sport to drive our organisation forward and build a sustainable future. Please turn to page 11 for more information.

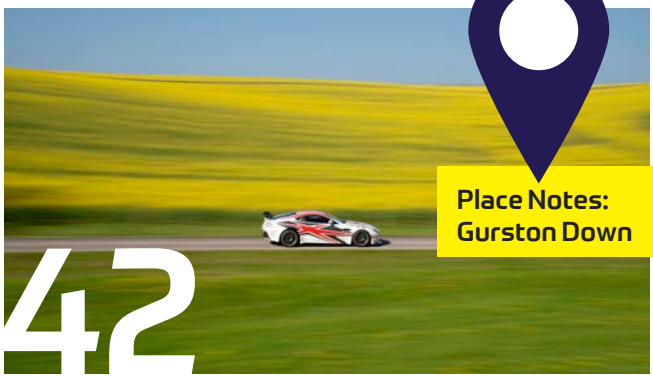
We hope you enjoy this latest issue. If you have any comments or feedback on any of these articles, please email media@motorsportuk.org

Best wishes,

Hugh Chambers
CEO, Motorsport UK

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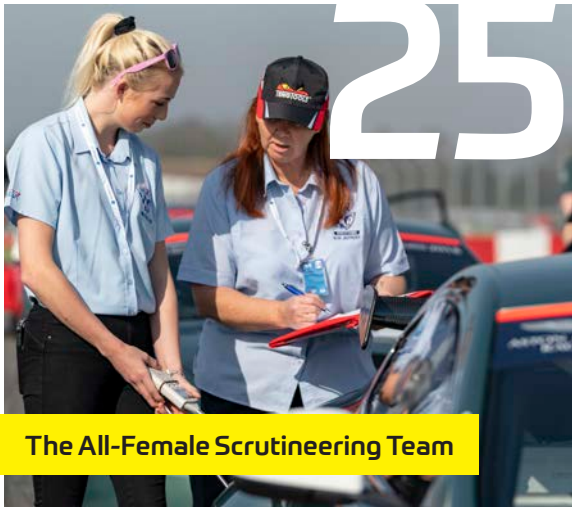

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UP TO SPEED

LATEST NEWS



Member Offer

MOTORSPORT UK PARTNERS WITH CASTLE COMBE

Motorsport UK has partnered with Castle Combe Circuit, the West Country's home of motorsport, in an all-new partnership that aims to give something back to those who help make our sport happen.

The Wiltshire circuit has been welcoming fans of racing, car shows and automotive events for over 65 years and has a full racing calendar laid out for 2019 – featuring three of its own buoyant club championships and the Hot Hatch Challenge to name a few.

"We recognise the importance of the work Motorsport UK is currently performing"

Members of Motorsport UK can now access exclusive discounts on tickets to selected events and driving experiences, including 10% off race meeting and Rallyday tickets* and 15% off driving experiences**, as part of an all-new partnership that aims to give something back to those who help make motorsport happen.

Castle Combe Circuit's Head of Sales and Marketing, Tom Davis, said: "We are delighted to assist Motorsport UK's members with some special offers. It's great to be able to give marshals, volunteers and competitors something extra as a thank-you for helping make our industry such an enjoyable and booming one to be a part of.

"We truly recognise and appreciate the importance of the work Motorsport UK is currently performing, and hope that by working alongside them, we can develop and future-proof motorsport as we know it."



FORMULA 1® DRIVER GEORGE RUSSELL HEADS UP 'F1 FUTURE STARS' JUDGING PANEL

Motorsport UK is delighted to announce that Rokit Williams Racing Formula 1® driver, George Russell, will join several of the UK's leading motorsport media as judges for its nationwide FIA 'F1 Future Stars' competition.

The competition, open to all karters aged between seven and ten years old on Sunday 14 July (the date of the British Grand Prix) offers Motorsport UK kart licence holders a once-in-a-lifetime opportunity to join their F1 heroes on the start grid at this year's Formula 1® Rolex British Grand Prix, as well as VIP access to the Silverstone Paddock.

Russell, whose own career started in karting, made his F1 debut at the Australian Grand Prix in March, having progressed through the motorsport ranks. His talent was evident at an early age, winning multiple British and European karting championships between 2006 and 2013.

The Williams driver joins three of the UK's most respected Formula 1® media on the 'F1 Future Stars' judging panel. Russell's fellow panellists include:

- Natalie Pinkham, F1 presenter for Sky Sports
- Ben Hunt, F1 Correspondent for The Sun
- Scott Mitchell, Autosport Formula 1 Reporter

Motorsport UK is inviting all its kart competition licence holders within the specified age range (and other criteria) to record a short video message (approximately 30 seconds), introducing themselves and stating: why they want to be a 'F1 Future Star'; what it would mean to them to represent



George Russell | Natalie Pinkham | Ben Hunt | Scott Mitchell

karting at the British Grand Prix; and who their F1 hero (past or present) is and why? This should be accompanied by a supporting email from their headteacher.

The video messages will be reviewed by the 'F1 Future Stars' panel at the Monaco Grand Prix. The winners will then be announced in June.

Speaking about the grassroots initiative, launched in 2018 by Formula 1 and The FIA, George Russell said: "I am really excited to be a judge for the 2019 FIA F1 Future Stars competition. It is important to support young talent in motorsport and be able to provide this initiative for karters in the early stages of their careers is amazing. Karting is where my journey began, so to have the opportunity to motivate more people to get involved in the sport is a great honour."

Motorsport UK is pleased to announce that eight-year-old Frazer Anderson is the first of its 2019 'F1 Future Stars', having secured his place after winning the 2018 Bambino Kart Championship.



TRURO SCHOOLGIRLS DARE TO BE DIFFERENT

One hundred schoolgirls descended on Truro High School For Girls in Cornwall earlier this month (1st May) to celebrate the school's recent ground-breaking recognition as a Motorsport UK club.

DARE TO BE DIFFERENT

The girls aged 11-to-12-years-old from Truro and the surrounding areas, arrived at the High School to take part in an exciting yet contrasting day of STEM-related activities - as well as having a unique insight into potential future careers within the world of motorsport.

Dare To Be Different ambassador and television broadcaster Louise Goodman was also present in her first official role as Club President.

Truro High School earned its status following seven years competing in the Greenpower F24 and F24+ series. Motorsport UK recognition means that the school can now take part in events organised by other recognised clubs and invite entries to its own events too. There are also plans for the students to train as marshals.

The students took on seven Dare to be Different activities, including:

- Changing a wheel on a race car against the clock with the Pirelli Pit Stop Challenge
- Fast reaction tests with the Batak challenge
- Rasberry Pi challenge and model car making courtesy of Software Cornwall
- Resuscitation and health & safety aspects with registered D2BD medics
- Media training with Louise Goodman
- F1 In Schools showcased its inspirational learning equipment
- A Mercedes AMG Formula One car was on display for the girls to get a close-up look at a current F1 machine

Jon Dean, Head of STEM at Truro High said, "It was a great honour to have Dare To Be Different here yesterday, especially as it promotes females into the motorsport industry and we have been officially recognised as a Motorsport UK club. It's been a fantastic experience for the girls to try the activities and get close up to a real Formula One car. I'm sure it'll be a day they'll never forget!"

Louise Goodman said," It was great to meet some of the girls who are part of Truro High School for Girls' Motorsports Club - the first school club in the UK to be officially recognised by Motorsport UK - and to work with the Year 7 girls who came along to the Dare To Be Different day, giving them a hands-on experience of just some of the opportunities that motorsport offers.

"They really threw themselves into the challenges and hopefully had a lot of fun along the way. And they can now say they were right there when a Formula One car came to Cornwall for the very first time!"



MOTORSPORT UK TRIBUTE: 21.05.19 NIKI LAUDA, 1949 – 2019

The family of Niki Lauda has confirmed that the three-time Formula One World Champion sadly passed away on Monday (20 May), succumbing to ill health at the age of 70.

A family statement said: "With deep sadness, we announce that our beloved Niki has peacefully passed away with his family on Monday. His unique achievements as an athlete and entrepreneur are and will remain unforgettable, his tireless zest for action, his straightforwardness and his courage remain. A role model and a benchmark for all of us, he was a loving and caring husband, father and grandfather away from the public, and he will be missed."

Lauda was one of the greatest and most courageous drivers to have ever competed in Formula 1; a prominent figure within the sport for more than four decades.

Having made his F1 debut in 1971, Lauda went on to claim his first race win at the Spanish Grand Prix in 1974, with Ferrari. A year later, the Austrian claimed his first Drivers' World Championship in 1975.

Lauda's second and third titles followed in 1977 and 1984, after his infamous Nürburgring crash, in which he suffered serious burns and was lucky to survive. His return to racing, remarkably after missing just two races, was one of the bravest and most extraordinary comebacks in sporting history.

The Austrian legend also won the Formula 1 British Grand Prix on three occasions, at Brands Hatch in 1976, 1982 and 1984.

Lauda became non-executive chairman of the Mercedes Formula 1 team in 2012 and was a key figure at the world championship-winning outfit.

Niki Lauda was an inspiration, both on and off the track. The thoughts of everyone at Motorsport UK are with Niki's family and close friends.

> THE WIN FEELS GREAT. GOING INTO THE RACE, THE CONDITIONS WERE TRICKY BUT I WAS REALLY PUSHING TO GET THAT FIRST WIN



CHADWICK WINS FIRST W SERIES RACE

Jamie Chadwick, a member of Motorsport UK's elite Team UK programme, stood on the top step of the podium at Hockenheim Grand Prix Circuit in Germany on Saturday (4 May) to make history as the first ever W Series race winner.

Having dominated practice and qualifying, the 20-year-old, from Tetbury in Gloucestershire, started the inaugural W Series race on pole position and out-performed 17 other drivers in the opening round of the new single-seater series, exclusively for female drivers.

Following very wet conditions in qualifying, Jamie overcame a brake issue to claim a momentous, and historic, win ahead of fellow Brit Alice Powell and Spanish driver Marta Garcia.

Jamie said: "The win feels great. Going into the race, the conditions were tricky which made things a bit more difficult, but off the back of qualifying, and yesterday's practice, I was really pushing to get that first win."

MOTORSPORT UK IS SEEKING APPLICATIONS FOR THE BOARD, COUNCIL AND COMMITTEES

On 19th March 2019, the constitution of Motorsport UK was changed by a unanimous vote of our Council. This is now documented in our new Memorandum and Articles of Association. As a result, the composition and roles of our Board, Council and Committees are in the process of significant change.

Motorsport UK is seeking applications from individuals wishing to be part of shaping the future of motorsport in the UK. See www.motorsportuk.org for background on the sport.

Applications are now open for the following roles:

- **Independent non-executive Board Directors**
- **Council Members**
- **Specialist Committee Chairs and Members**

APPLICATIONS

All applications must be e-mailed to Andrea.Richards@motorsportuk.org and be received by Sunday 30th June 2019. All applications will be acknowledged. Please mark clearly the role for which you are applying.

BOARD

Motorsport UK is accepting applications for up to five independent non-executive Board Directors. They will form a board consisting of twelve Directors, that also includes representation from the sport's membership, and Executive team, led by an independent Chair. The Board's role is to provide strategic leadership as well as the setting and measurement of goals for the organisation. It is now the ultimate decision-making body for the approval of rules and regulations. Directors are drawn both from the sport and external expert disciplines e.g. Finance, HR etc. The Board meets four to five times per year. There will also be additional task force/working group engagements for directors on an ad hoc basis. Altogether it will require a commitment of around ten to fifteen days per annum; it is for a term of no more than three years (with potential re-election on two further occasions). The engagement is on a purely voluntary basis, with reimbursement of expenses associated with the role. Directors will benefit from access to unique events and engagement with the sport.

Applications are sought for independent candidates with expertise in areas such as:

- Finance
- Legal
- HR
- Communications/Media
- Insurance
- Governance
- Commercial

An interest in motorsport is naturally beneficial, but it is not a requirement to have detailed knowledge or previous engagement with the sport.

How to apply - If you are highly motivated to be engaged with the leadership of motorsport and feel you can make a contribution to the Board; we would like to hear from you. All we need is your CV, highlighting you're the specific expertise you would bring to the Board; together with a covering letter outlining your ideas for the development and future of UK motorsport. The appointments are initially for up to three years.

COUNCIL

The Motor Sports Council has changed from being a rule making body. It now plays a more strategic role, focusing on the development and future of motorsport in the UK, providing guidance to the Board and the Executive. With this in mind, Council membership will be expanding in size to incorporate a wider representation from all elements of the motorsport community. The existing representation of the various motorsport disciplines will continue via the Committee Chairs (see below) who sit on Council, as well as the Regional Committee representatives of the clubs and the community. The Council is led by an independent Chair, and meets twice per year, with a prospective additional meeting that will form part of an annual members conference for the sport.

Applications are sought from some or all of the following new areas:

- Venues – various by discipline
- Commercial promoters
- Engineering community – e.g. design, manufacturing, testing
- Drivers and co drivers – from grass roots to professional
- Motorsport teams – representing the spectrum of the sport
- Commercial Karting – indoor/ outdoor
- Track Days/Experience Days
- Single make Marque Clubs
- Commercial/Marketing/Comms/ New Media in sport
- Sustainability/Environmental
- Education sector and institutions

If you operate in any of these areas, we would like to hear from you, as we seek a broader engagement with the motorsport community, and a comprehensive perspective on the challenges and opportunities for motorsport in the UK. These roles are purely voluntary; however, expenses will be paid to cover travel to and from council meetings. The appointments are initially for up to three years.

How to apply - If you are committed to helping motorsport, and feel you can make a contribution to Council, we would like to hear from you. All we need is a CV of your relevant experience, together with a covering letter outlining your ideas for the future of UK motorsport and how you can assist in the delivery of our goal to ensure the sustainable future of motorsport.

COMMITTEES

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees will also play a part assisting the Council and the Board with strategic planning of the development and future of motorsport. The Committees are supported by an Executive function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees. Some of the Committees have Sub Committees and Working Groups, all of which may be applied for as well.

Applications are sought for the following Committees and Working Groups:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Judicial Committee
- Kart Committee
  - Kart Technical Sub Committee
- Medical Committee
- Race Committee
- Rallies Committee
- Safety Committee
- Speed Events Committee
  - Autocross & Rallycross Sub Committee
  - Dragster Sub Committee
  - Sprint & Hill Climb Sub Committee
  - Street Sport Working Group
- Technical Committee
- Timekeeping Committee
- Trials Committee
- Volunteer Officials Committee
  - Clerks' and Stewards' Working Group
  - Marshals' Working Group
  - Training Working Group

Depending on the Committees, the roles may be as a member of Committee or as Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings, which are held 2-3 times per year and typically at the offices of Motorsport UK. The appointments are initially for up to three years.

How to apply - If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, we would like to hear from you. All we need is your CV, outlining relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee.

Member Offer



MOTORSPORT UK MEMBERS CAN SAVE ON SPEEDMACHINE TICKETS

Motorsport UK has teamed up with SpeedMachine to offer members an exclusive 20 per cent discount on day and weekend tickets to SpeedMachine, the UK round of the FIA World Rallycross Championship at Silverstone on 25-26 May!

To claim the discount, visit **www.speedmachine.com/tickets** and use the relevant discount code: **SM19RSFRIEND**

SpeedMachine is the ultimate Paradise for petrol heads, jam-packed with activities and action from A-list music acts to passenger laps on the Silverstone Circuit.

Motorsport UK is working with Oxford Motor Club to add grassroots motorsport to the mix by running an autoSOLO with free passenger rides.

HOY MAKES RALLYCROSS DEBUT IN CATALUNYA

Sir Chris Hoy, the six-time Olympic cycling gold medallist, competed in the World RX of Catalunya in Spain (27/28 April), the second round of the FIA World Rallycross Championship presented by Monster Energy.

The 43-year-old completed four qualifying rounds at the wheel of the Xite Racing-prepared Ford Fiesta WRX and enjoyed a battle for the lead with Team STARD's Jani Paasonen in Q3. Hoy is the third British driver to have competed in the world championship this year, joining series regulars Oliver Bennett and Liam Doran.

Since his retirement from competitive cycling in 2013, Hoy has taken on a number of motorsport challenges – most notably the 24 Hours of Le Mans in 2016 in the LMP2 class. He has also competed in European Le Mans and the British GT Championship. He was awarded an MBE in 2005 and received a knighthood in 2009 for his services to sport.

C1S MAKE HISTORY AT SILVERSTONE

The British Automobile Racing Club's hugely popular one-make category wrote its name into the history books by fielding a stunning 99-car grid for last weekend's Distrigo Parts Distribution C1 Racing Series 24-hour race (26/27/28 April).

Eclipsing the previous record held by Britcar of 75 cars to make a race start, the C1 Racing Club took on the full 3.67mile Silverstone Grand Prix Circuit with a total of 442 drivers competing over the course of the race.

> "My thanks must go to the 150 officials and marshals who have braved the tough weather conditions throughout the night"

McAttack Racing came from the back of the grid to win the race ahead of Team C'est La Vie and MSAR Old Hat Motorsport.

Philip Myatt, Founder of the C1 Racing Club, said: "The 24-hour race has been a great success. It hasn't been without its accidents, but its hard to expect no contact with 99 cars circulating!

"It has been a great achievement for the club to now hold the record for the biggest grid that the UK has ever seen and my thanks must go to the 150 officials and marshals who have braved the tough weather conditions throughout the night.

"We've welcomed 442 drivers over the 24 hours, all with varying levels of racing experience, which will always make for an interesting race!"



For more information on the low-cost endurance series visit https://c1racing.club/.

POWER MAXED JOINS MOTORSPORT UK MEMBER BENEFITS PROGRAMME



Member Benefit

Motorsport UK is delighted to welcome Power Maxed's suite of vehicle care and maintenance products into the programme of benefits to its members.

Launched in 2014, Power Maxed has developed a market-leading range of products, including Valeting, Detailing, Lubricating Sprays, fuel additives, adhesives and sealants, all manufactured from its UK base.

The brand is synonymous with the British Touring Car Championship. In 2019, the team is running a pair of Astras for two-time champion and BTCC legend, Jason Plato, as well as former Independents' Champion and BTCC stalwart, Rob Collard.

The partnership with Motorsport UK goes beyond individual team sponsorship; it enables Power Maxed to support every competitor in the country. All Power Maxed products are developed in conjunction with the racing team, so Motorsport UK members can be confident in the quality the products deliver.

All Motorsport UK members will be entitled to an exclusive 25% discount on the entire Power Maxed range, available from www.PowerMaxed.com

Adam Weaver, Managing Director of Power Maxed and Team Principal or Power Maxed Racing Vauxhall, said: "Power Maxed is proud to be working with the governing body of motorsport in the UK. Motorsport UK members are the beating heart of our sport and I'm delighted to offer an exclusive discount on our range to every competitor.

"We know the challenges that come with competition, from running and owning our own team, so we are delighted to be able to offer this discount, which will help all competitors reduce their costs and, through our products, prolong the life of their cars and components."

Martin Fallon, Commercial Manager at Motorsport UK, commented: "We are delighted to welcome Power Maxed to the Motorsport UK family. Their range of products is second-to-none and they have built a strong brand that is showcased at the highest level of British motorsport through the Power Maxed Racing team. We look forward to working with Adam and the team to bring greater discounts and benefits to all Motorsport UK members."

Motorsport UK members can take advantage of the exclusive discount by logging into the member portal at MotorsportUK.org to see the unique discount code.

"Power Maxed is proud to be working with the governing body of motorsport in the UK. Motorsport UK members are the beating heart of our sport"

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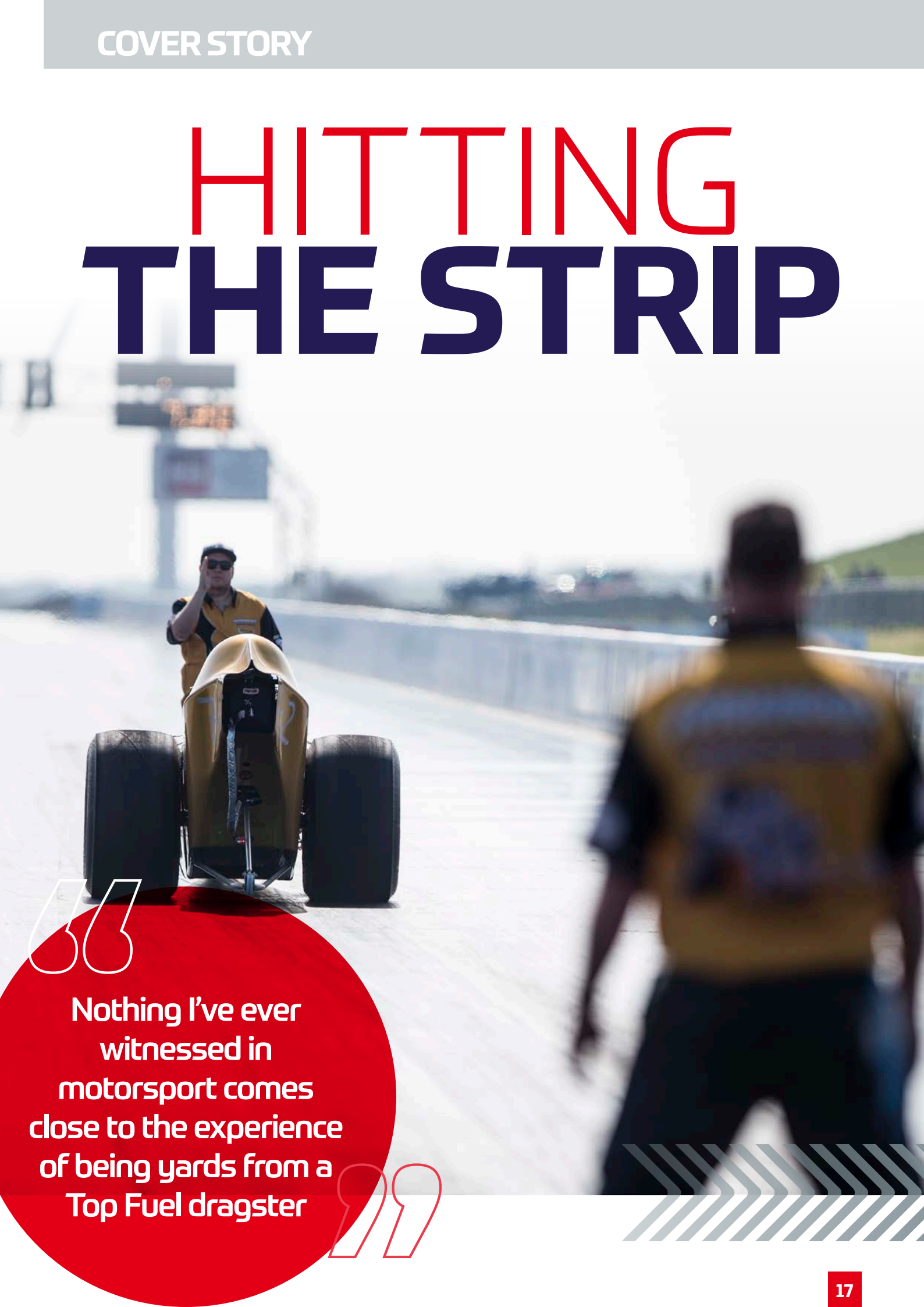
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HITTING THE STRIP



> Nothing I've ever witnessed in motorsport comes close to the experience of being yards from a Top Fuel dragster



Jordan Payne with our contributor, Colin Goodwin

Jordan Payne and dad **Nigel** have been having a bit of a technical problem with their racing car. They've been trying to make it less powerful.

The issue is Jordan's mum Sarah, who's slightly nervous about her 19 year-old son driving the car with its full power output under his right foot. This is not an unreasonable concern when the car's motor produces 1200bhp.

"Drag racing is very much a family sport"

The car is a 1962 Corvette-bodied Competition Eliminator dragster and this opening event of the drag season at Santa Pod will be the first time that young Jordan has driven the car in anger. Not that he's a newcomer to the sport of drag racing; he's already a multiple champion in the Junior Dragster class. There are an impressive number of these starter category machines here today.

Unbelievably, kids can start driving these machines from the age of eight. It's like being at a kart race but with wildly different machinery.

The Junior Dragsters look like mini Top Fuel cars, but are powered by Briggs & Stratton single-cylinder engines. The cars run over a one-eighth of a mile course with eight to 10

Junior Dragsters look like mini Top Fuel cars



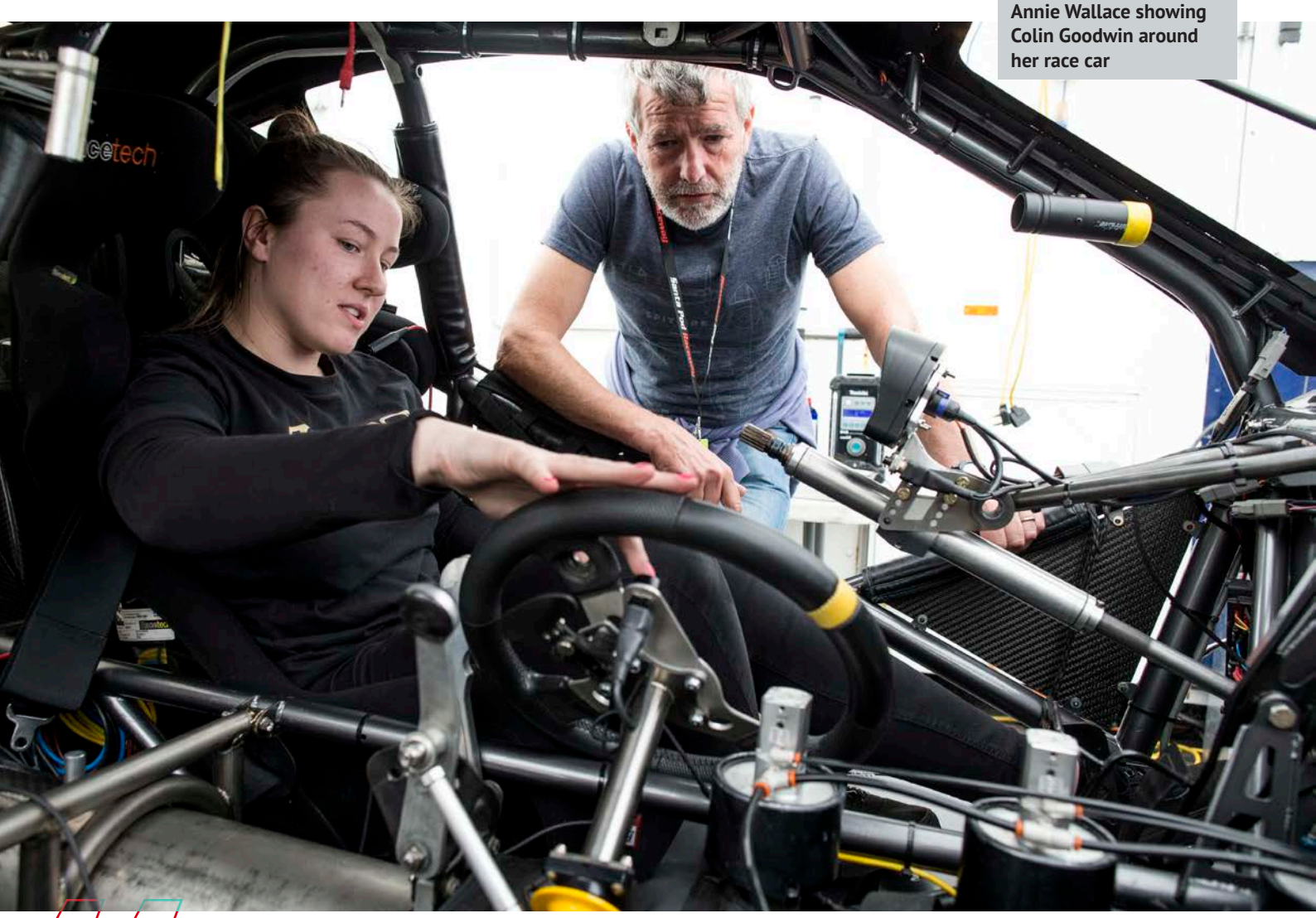
year-olds limited to 11.90sec; 10-13 year-olds to 8.90sec and the oldest group, from 13-18, permitted to reach a maximum speed of 85mph. And that's the fastest Jordan Payne has driven...up until this weekend.

"We've removed one of the 538cubic inch (8,816cc) engine's Holley Dominator carburettors," explains Jordan, "changed the rocker ratio and are using a grade of VP Racing fuel that is less oxygenated than the fuel we usually use. We've calculated that it's knocked the power down by about 160bhp." Just over 1000bhp left then, which must be a relief to mum Sarah!

Although perhaps not, because young Jordan's just run the quarter mile at 176.37mph in 7.88sec. "I lost a bit because the car started to pull to the right halfway down the track," explains Jordan, "and I had to slightly back off. That's when you have to be really careful because the weight is transferred forward and the steering becomes very sensitive - you have to very gently correct the drift."

Right from the start of his drag racing life Jordan Payne has found his own sponsors so that he hasn't had to tap up the bank of Mum&Dad. I'm not surprised that this extremely articulate and technically savvy youngster has attracted backers.





Annie Wallace showing Colin Goodwin around her race car

> I DON'T REMEMBER SEEING DRIVERS AS YOUNG AS ANNIE AND JORDAN COMPETING

Equally impressive is **Annie Wallace**. Proving, like the Paynes, that drag racing is very much a family sport, the 20 year-old has lent her brother, Bobby, her race car for the weekend while his own is being repaired.

It's some car. The Wallaces run in a class called Pro Modified or Pro Mod for short. This is the class that forms the Motorsport UK-sanctioned six round British Drag Racing Championship. We'll be having our ears and minds blown by the headline nitro methane burning Top Fuel and Funny Cars today, but these Pro Mod cars are really fascinating. If you think dragsters are machines knocked up in sheds, you need to have a close look at a Pro Mod car like Annie Wallace's.

At the heart of all Pro Mod cars is a big capacity American V8 engine. The motors are based on designs by Chevrolet or Chrysler, but in practice use aftermarket billet blocks and heads with optimised design for performance and strength. There's no water cooling as it's not needed for the short periods these engines run for.

The big deal about Pro Mod is that you have a choice between using a supercharger, turbocharger or nitrous oxide. Supercharged and turbocharged engines must be no bigger than 526 cubic inches, but those using nitrous oxide can be up to 910 cubic inches, which is a phenomenal 14.9 litres.

Annie's Mustang-bodied race car is a nitrous oxide burner. I've been watching drag racing since the late 1970s, but I haven't been for at least a dozen years. Things have moved on. First off, I don't remember seeing drivers as young as Wallace and Jordan competing and second, the cars are a lot more sophisticated.

Annie Wallace is sitting in the driver's seat explaining all the various switches and

controls and their functions. "This red button on the steering wheel is the line-lock," explains Wallace, "which locks the front brakes on when I'm doing a burnout. The other button fires the parachutes."

Annie has completed the sequence of tests that she needs to perform to be allowed to drive her car the full 1/4 mile. A short squirt to 60ft, for example, to prove that she's capable of launching the car correctly. Brother Bobby has just done a qualifying run in the car at 6.3417sec, with a terminal speed of 223.39mph. That's acceleration that is hard to imagine.

Next to the Wallace family pit is a stunning looking car owned by Dutchman Marck Hartveld. Named Voodoo Hemi, the car's body is a copy of a Plymouth Superbird and the power comes from a supercharged 526 cubic inch motor. Like Wallace's car the engine will be producing upward of 2500bhp and will run similar times and speeds.

Nearby Voodoo Hemi is Brit Jon Webster's Mustang. Another stunning machine with detailing and a standard of preparation that wouldn't look out of place in an F1 pit lane.

This black and gold beauty is a turbocharged Pro Modified dragster, running a pair of the biggest turbos you've ever seen. Inlet diameter is limited to 91mm and like the supercharged Pro Mods, the fuel is methanol (Wallace's nitrous car burns a petrol-based fuel).

For the novice fan the number of different classes in drag racing can be confusing and at Santa Pod today there's an enormous mix of machinery. Fortunately, I have with me the ultimate guide. Some public relations people are a bit of a nuisance, hovering about and getting in the way. Robin Jackson, Santa Pod's publicity man, is rather different.

Jackson missed the first drag race held at Santa Pod in 1966, but was at the second. His knowledge of the sport is quite incredible. He's made numerous visits to the States and has witnessed the greatest names in drag racing in action.

His background? Theatre management in London's West End. It is probably safe to claim that Robin Jackson is the only human alive who can quote Noel Coward and who has met both the actor Jimmy Stewart and drag race legend Don Garlits.

"The noise would drown out the sound of a Eurofighter Typhoon on afterburner..."





Time to see some action. You can see and hear the grip on Santa Pod's track. At least the first 100ft or so of it. The surface is black with rubber and you can hear the shoes of those walking on it go tack tack tack as the soles break free from the sticky rubber.

Jackson and I are in the grandstand with a perfect view of the start line and 'Christmas Tree' starting lights. After the cars have done a burnout to get their tyres up to temperature they edge up to the timing beams and the front wheels cut the first beam. This is called pre-staged and you can see that this has happened when two white lamps are lit on the Christmas Tree.

The car then inches forward to break the second beam when it is then 'In Stage', and a second line of white lights come on. Then three amber lights come on in succession and finally green for go. It's all about reaction time. Go too early and a red light comes on indicating that you've gone a fraction too soon.

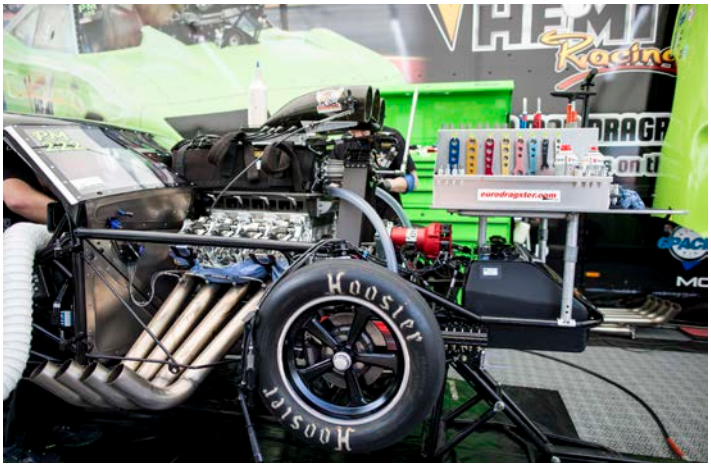
It's easy to see how drag racing can become addictive. I mean, as a spectator. Quite what it feels like to hit 300mph in under four seconds beggars belief!

As Jackson and I look on, a couple of jet dragsters are lined up. There are a good half dozen jet-powered machines here this weekend. These fire breathing, smoke belching, afterburning beasts are terrifyingly impressive, but somehow don't hold the same fascination for me. The thrust from an engine that once lived in a fighter jet (albeit one typically from over 50 years ago) powers the car up the strip, which means these cars don't have the problem of traction.

Back in the pits we're watching the crew of Liam Jones's top fuel dragster working on the car. Teamwork on these cars - the ultimate expression of piston engine horsepower - is crucial. Each team member is responsible for a particular part of the car: one specialises in cylinder heads, another the supercharger, another the chassis and so on.

In front of us are familiar components such as pistons, valves and their springs. Parts you'll find in any car, but the numbers are remarkable. A top fuel engine will produce





around 10,000bhp. That's calculated horsepower because no dynamometer in the world could measure the power of one of these powerplants.

Everything about these monsters is amazing. The spark plugs, two per cylinder with huge plug gaps, are fired by two magnetos each of which generates 40 amps. So powerful you could weld using their output. On a single run the engine will consume around 12 gallons of nitro methane.

"Since 2012," explains Robin Jackson, "top fuel cars, for safety reasons, have run over 1,000ft rather than a quarter mile." This to the layman sounds very disappointing. Neutering a top fuel car by limiting the length of the run?

"But you know how engineers always manage to further develop things in motor racing to close the gap again?," Jackson goes on to say, "well the speeds are now not a lot different to those posted in the days of top fuel cars running over a quarter of a mile."

Nothing I have ever witnessed in motorsport comes close to the experience of being yards from a top fuel dragster as it prepares for a run. Jackson and I are in the VIP seating area, spitting distance from Liam Jones as his shaking beast prepares to do a burnout.

It's not just the noise, which would drown out the sound of a Eurofighter Typhoon on afterburner, but the smell. Burnt nitro methane not only smells unique, it also makes your eyes sting and water.

The irony of the fact that Liam Jones is a retired RAF bomb disposal expert is not lost on me. Behind him is a 500 cubic inch engine with a massive supercharger on top of it. The supercharger is not only strapped to the engine block with extremely strong webbing, but has burst plates - or pressure relief panels in its case.

If the pressure gets too much inside the supercharger, perhaps due to a backfire, these panels blow out to prevent the whole caboodle exploding.

Liam Jones is on form. His best run this weekend is 3.907sec at 309.96mph. Think about that: 0-309mph in 1,000ft. "It'll do," points out Jackson, "nought to 100mph in just over double its own [30ft] length. Amazing isn't it?"

There is so much amazing machinery to see here, four wheels and two. Funny Cars, which run nitro-burning 500 cubic inch supercharged motors, similar to the motors used by the top fuel dragsters.

"It's easy to see how drag racing can become addictive. Quite what it feels like to hit 300mph in under four seconds beggars belief!"

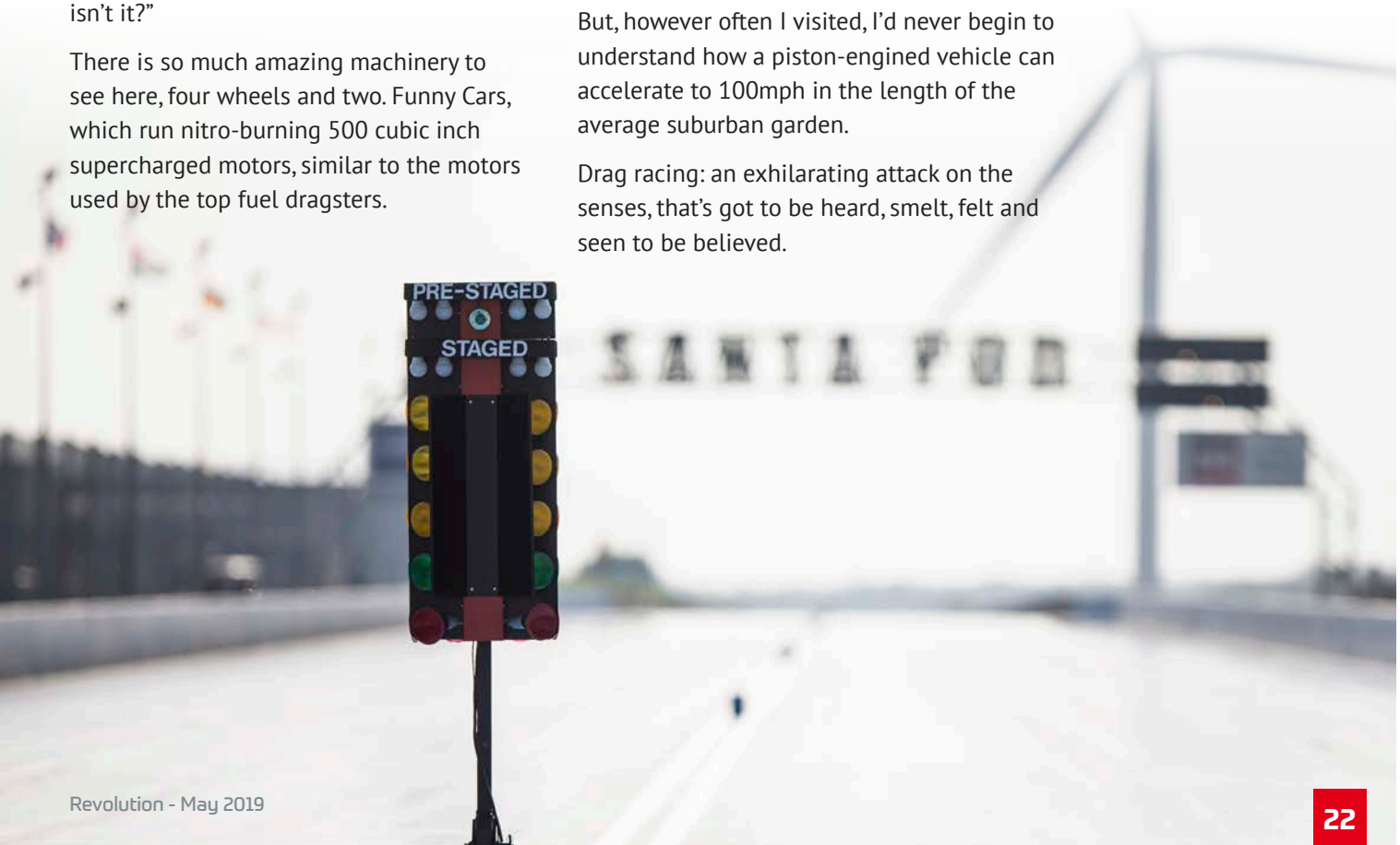
"For some reason," says Jackson, "we don't seem to get the performance out of Funny Cars in the UK, whereas our Top Fuel cars' performance compares with any other country's."

True, but they still look mighty impressive. But I also love the unexpected, like the Peugeot 205 that hides a 410 cubic inch V8 under its body and which runs in the Super Pro ET class. That Peugeot was probably once somebody's city runabout.

And the metallic green windscreen-less Jaguar E-Type running a 3.8-litre straight-six that sounded hotter than any E-Type I've ever heard at Goodwood, and which ran the quarter in 10.4378sec at 124.41mph in the Pro ET class.

I'd get my head around the various different classes after a few more visits to Santa Pod. But, however often I visited, I'd never begin to understand how a piston-engined vehicle can accelerate to 100mph in the length of the average suburban garden.

Drag racing: an exhilarating attack on the senses, that's got to be heard, smelt, felt and seen to be believed.



HOW TO:

START DRAG RACING

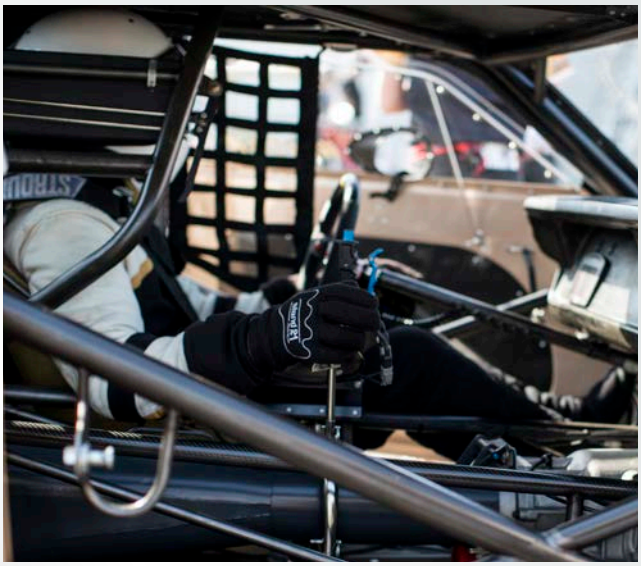
No other form of motorsport has quite the same scope as drag racing. Whilst the Top Fuel and Funny Cars are the most fearsome and powerful racing machines you'll find anywhere, drag racing is in fact the most accessible form of motorsport there is.

For as little as £35 you can take your everyday road car to Santa Pod and take part in a 'Run What Ya Brung' day (rwyb.co.uk).

You'll be allowed to tackle the quarter mile as many times as you like and for each run you'll be given a printed slip showing your reaction times, your 60ft, 1/4 mile and 1/8 mile times, plus your terminal speed.

Santa Pod holds 12 such events each year.

To begin racing competitively, you'll first need:



1. To join the Santa Pod Racers Club (eurodragster.com), which costs as little as £30.
2. You'll also need a Motorsport UK Non-Race National B Competition Licence.
3. As well as a suitable car, you'll also need personal safety equipment, such as a compliant race suit and helmet.
4. As a rookie you'll be required to complete a number of 'observed runs', during which you'll need to demonstrate an understanding of the drag racing procedure and a certain competency at the wheel.

STATS AND FACTS

05
Pressure of Pro Mod rear tyres in psi

05
Seconds - time required for a Funny Car to reach 300mph

910
Feet - distance required for a Top Fuel dragster to reach 100mph

60
Feet - distance required for a Top Fuel dragster to reach 100mph

10,000
bhp - power output of Top Fuel dragsters

12
Gallons of nitro methane consumed by a Top Fuel dragster on a single run

20
Number of runs a Pro Mod's engine conrods will last

60,000
Cost in £s of a single Pro Mod engine

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AB AUTOMOTIVE BRANDS CO.UK

SUPER-8

The all-Female Scrutineering Team



"This is the first time this has ever been done"

With a small number of exceptions, motor racing is unusual in the sporting world for allowing men and women to compete directly against one another on a level footing. Once the engines are running and the lights are out, gender simply isn't a factor.

However, this hasn't yet translated into equal representation for both sexes across the sport, and despite many more women becoming involved in recent years it remains the case that many aspects of it are male-dominated.

This, you could say, is as true in motorsport's officiating roles as anywhere else. While most competitors, team members and mechanics are male, so too are most marshals and scrutineers. Except, that is, on 20th April this year at an Aston Martin Owners' Club meeting at Donington Park where, for the first time, every one of the eight safety scrutineers was a woman.

The team was led by Stoke-on-Trent's Sue Bateman, a chief scrutineer of 20 years' experience.

Apart from overseeing the team on the day, Bateman was also instrumental in recruiting the all-female team. "There's room for more



women in motorsport," she says, "particularly in scrutineering. It's why we put this team together. Women are just as capable of doing the job as men."

The remaining seven women, all of whom gave up their weekends voluntarily - as all scrutineers do - include Rebecca Richards, Evelyn MacRitchie, Emma Newman, Anna McColl and Sue Jeffery, plus a pair of trainee scrutineers in Nicole Drinkwater and Chloe Jones.

"This is the first time this has ever been done," believes MSVR's Nigel Thorne. "As far as we know, there's never been an all-female scrutineering team before." The team was assembled amidst a fair degree of secrecy for that reason. As Thorne explains, he and his colleagues didn't want another woman-





only team being hurried together, beating his team to the punch. The secret was kept until International Women's Day on 08th March, when the all-female line-up was formally announced.

It's a message worth pushing, argues Bateman. "Women shouldn't be scared of coming into scrutineering," she says. "Some of us might have been afraid of being the only female on the scrutineering team in the past, which we certainly don't want. I hope this occasion demonstrates to women everywhere that they needn't be at all intimidated, nor should they be reticent about getting involved in the officiating side of motorsport."

> "ONCE THE ENGINES ARE RUNNING AND THE LIGHTS ARE OUT, GENDER SIMPLY ISN'T A FACTOR"

Scrutineers start early. The eight women assemble in the paddock at 7am, long before the first race engine has fired up. Hot drinks in hand, their laughing and joking breaks the silence of the paddock: last night's fish and chips; today's weather forecast.

As the first of the competition cars rolls into the scrutineering bay, the team splits up. One of the women is sent to support the eligibility scrutineer; another two head off to measure exhaust noise in the assembly area.

As the scrutineering bay rapidly fills with cars, all of them haphazardly strewn over neatly painted lines, the remaining scrutineers dive head first into engine bays or leaf through folders of paperwork. There are stern words, delivered tactfully, whenever a car doesn't meet certain requirements.

One or two competitors become defensive. But mostly there's a mutual respect between racers and the scrutineers, and this moment early in the morning looks and sounds less like a highly regulated official process and more like motor racing fans chatting about cars.

Inspections complete and the day's racing noisily underway, Bateman takes a moment to consider the newly-assembled team she's been working with. She's keen to press an important point: simply being a woman was not enough to make the grade for her all-female scrutineering team. The individuals concerned also needed to demonstrate all the necessary experience and expertise that'd be required to get the job done to a high standard.

"The women I invited to apply were asked to pull together a motorsport CV," says Bateman. "They had to explain why they came into motorsport and what their interests were, because we had to be sure they'd fit seamlessly into the team. We had a sizeable pool of candidates that we could choose from, and that has meant we've been able to assemble an exceptionally good scrutineering team."

Apart from racing in various disciplines, such as Formula Ford and sportscars, Scotswoman Evelyn MacRitchie has also been involved in motorsport's officiating side for less than a decade. Among her scrutineering credits are Formula One events, including the Bahrain Grand Prix. "We've all earned our place here," she says, reinforcing Bateman's point. "Although only two percent of scrutineers are female, we still had to earn our position on this team. We're not just here to make up the numbers."

Just as gender is immaterial out on the circuit, so too does it cease to be a factor once the cars have begun rolling through the scrutineering bay. "I'm just here to do a job," says Anna McColl, also from Scotland. "I don't actually see myself as male or female in the role. Instead, I just consider myself a scrutineer like any other."

> **"I don't see myself as male or female in the role. I just consider myself a scrutineer"**



Emma Newman, from Oxfordshire, takes a similar view. Having worked in various roles within motorsport, such as team management, series organisation and media support - as well as taking to the circuit in recent years aboard her Lotus - Newman chooses simply to get on with it.

"I don't see myself as any different for being a girl," she offers. "Reputation in this sport comes above gender and when I've met new people within motorsport, I'll very often get a call to come and manage a team."

Newman isn't the only one of the eight women to have competition experience of her own. While McColl has competed as a rally co-driver and Rebecca Richards has participated in road rallies, Sue Jeffrey was successful in rallycross. "I was the first woman to go into the Supercars category in the UK," she explains. "Very scary! I found myself competing in a Porsche 911 in Supercars, which is not exactly the easiest thing to drive..."

But does first-hand competitive experience make this all-female scrutineering team a better one? Richards believes it does: "We'll all home-in on different things because we've competed ourselves in various disciplines."

Jeffrey says her own competitive experience tells her exactly what she should be looking out for, while Chloe Jones believes her racing background means she can be more



empathetic with those competitors whose cars need some attention before they can be approved to race.

Even the younger members of the team, new to scrutineering, have useful experience to fall back on. While Jones competes in cross-country rallies, Nicole Drinkwater's background is in marshalling. "As a marshal you're not really too involved with the cars," she says. "As a scrutineer, though, you're actually looking at the car and checking it all over, making sure it's safe to race. That's why I get a kick out of it."

As they train to become qualified scrutineers, Jones and Drinkwater both lean heavily on Bateman's two decades of experience. "When I'm out here scrutineering," comments Jones, "Sue becomes my second mum. She's taken

"I hope this demonstrates to women everywhere that they needn't be intimidated, nor should they be reticent about getting involved in the officiating side of motorsport"



me under her wing and is helping me get my licence. She only lives down the road from me, so it's perfect and to have someone on your doorstep that's willing to help you."

Although motorsport has undeniably been male-dominated in the past, and in many cases continues to be, several of the women have identified a shifting of the sands.

Bateman says things have changed dramatically during her 20 years in the sport, adding, "The world has moved on since I started, both within motorsport and in life in general, which is why I think more women have been made to feel welcome in recent times." And although one or two of the women have regrettably heard derogatory remarks from competitors in the past, they all say those days are gone.

MacRitchie reckons there's still work to be done, but she's in no doubt that the profile of women within motorsport is inexorably on the rise.

What'll help more than anything to reinforce the position of women throughout the motorsport world?

"Females winning," says Jones, unflinchingly. "I think seeing females on the top step of the podium is going to encourage many more women to get involved." She believes it is only a matter of time.

Although the eight women come from different backgrounds and vary significantly in age and experience, they are all united by one thing: a burning passion for motorsport. While MacRitchie jokes she has Castrol oil in her veins, Jeffrey simply says, "I'd much rather be at Brands Hatch than Bluewater."

"As you've probably gathered, every one of my girls is a petrolhead," concludes Bateman.

"A chief scrutineer like me should simply use their staff to the best of their ability, whether they are male or female. It doesn't matter; just use them."

"The profile of women within motorsport is inexorably on the rise"

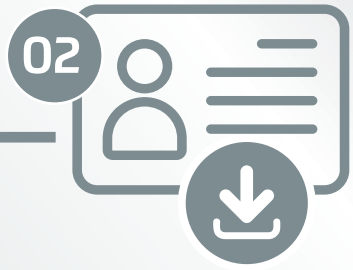


HOW TO:

BECOME A SCRUTINEER



Apart from getting behind the wheel yourself, there is no better way to get up close and personal with the machinery than to volunteer as a scrutineer.



To start out, you'll first need to obtain a Trainee Scrutineer licence - you can do this by downloading the New Officials Registration form from Motorsport UK's website (motorsportuk.org).



You'll then be sent a Trainee Licence and an introductory pack, which includes a Trainee Module Booklet and all the information you'll need to take your first steps.

You needn't be a car engineer or a qualified mechanic to become a motorsport scrutineer. An interest in cars and racing, plus a basic understanding of how cars work, is all you'll need to get started.





You'll learn the rest during your training period and on the job itself. Trainee scrutineers are shown the ropes by a mentor, typically an experienced official from your local area who'll help you to become qualified.



Once you are, scrutineering can take you all over the United Kingdom and right across the world; many British scrutineers have followed motorsport events to parts of Africa, the Middle East and Far East Asia.

For more information visit motorsportuk.org

FIRST TIMER

NICOLE WOODS



The 1st time...

"...I drove my Formula Ford at Croft, I stalled it in the paddock five times! By the end of the day I was within three seconds of the fastest lap."

Nicole Woods, 22, hadn't sat in a competition car before the start of this year, let alone drive on a circuit. But with a background in competitive horse riding and a childhood spent tearing around fields on a motocross bike, she wasn't going to allow herself to be defeated by a Van Diemen and two miles of asphalt.

Nicole has always been passionate about motorsport, but it wasn't until an arrive-and-drive karting session with her father just last year that the idea of getting her competition licence and going racing first arose.

"After a handful of sessions in the go-kart I though, 'yeah, let's go for it'. We've bought a car and I'm signed up to contest the full BRSCC National Formula Ford 1600 Championship."

It's been a steep learning curve. "Before the start of the season I raced at Oulton Park, so I could sample a racing environment for the first time. Before then I'd only tested the car at Croft. I've always been confident in my ability to handle a road car, but the Formula Ford is totally different.

"I've had to learn to drive without any driver aids, with totally different brake pressures, the gearstick on the other side... But I'm ridiculously competitive in everything I do, so in that first race at Oulton Park I was locked onto the car in front of me by the first bend, desperate to get past."

Nicole has made small mistakes, as any rookie would, but in that maiden outing at Oulton Park and in the first round of the national championship at Snetterton she's qualified well and has finished races a third of the way up the grid. With every session in the car she gets faster and faster.

"I cannot fault my team, B-M Racing," she says, "who have just been so helpful. In fact, everybody has been incredibly welcoming. I can really see how these people become like a second family. I know motorsport can seem intimidating, but to anybody who is thinking about taking that first step, I would say just do it. It's nothing like as difficult as it seems."

Balancing her first year in racing with a full time job as a project manager at BAE Systems and studying for a degree,



Nicole has realistic ambitions for the next few months. "I just want to learn to drive the car," she says.

"At the moment it's still driving me a little bit, so I want to feel like I'm on top of it. After that, I want to take it further and further. In fact, the ultimate goal is to make a career out of racing. I think I might just be able to pull it off."

"To anybody who is thinking about taking that first step, I would say just do it"

Follow Nicky's progress at: www.nickyjracing.com



CLUB CORNER

The **Bristol Motor Club** has a long and very proud history, writes Dan Prosser.

Originally formed way back in 1911, the club is one of the oldest in the country. It was the Bristol Motor Club that originally took racing to Castle Combe in Wiltshire and that organised the first race at Thruxton in Hampshire.

Nowadays, however, Andy Laurence is focused not on the club's vibrant past, but on delivering some of the most affordable and accessible motorsport anywhere in the United Kingdom.

"You could run a standard road car in almost all of our events," says Andy. "Autosolo in particular is about as affordable as competitive motorsport gets. Our competitors literally arrive in their day-to-day cars, compete for a few hours having paid a £38 entry fee, then drive off home again in the same car. We don't require any safety equipment for these events; no expensive race suits, no helmets, no roll cages. It doesn't get any cheaper than that."

Typically held on airfields or in the paddock of a race circuit, autosolo in derived from autotesting, but with slightly higher average speeds, no reversing and more expansive courses. The objective is to navigate a memorised course in as short a time as possible without making contact with any markers. Autosolo is a test of car control and precision at the wheel.

Once people have dipped their toes into the motorsport water, they invariably choose to move further up the ladder, competing in hillclimbs, sprints and eventually circuit racing. "In autosolo, it doesn't matter what kind of car you have," adds Andy. "All that matters is how you drive it. Autosolo is a real Bristol Motor Club signature, because not only do we run several autosolo events ourselves, it was actually our chairman who started the discipline and got it approved by the MSA, as it was, back in 2002."



Autosolo is about as affordable as competitive motorsport gets. Our competitors literally arrive in their day-to-day cars

The Bristol Motor Club runs a number of big-ticket events as well, including rounds of the British Sprint Championship and the national Sporting Trials series. Perhaps the jewel in its crown, however, is the MX5 Challenge (mx5challenge.co.uk).

A multidiscipline series, it incorporates hillclimbs and sprints, as well as autosolo events. "It's remarkably cost effective," reckons Andy. "You can win the championship in a £1500 car on a budget of £1200 a season. Understandably it's become really popular and we now have more than 20 competitors."

"We've got men and women competing and a real spread of ages," adds series coordinator Andrew O'Malley. "Everybody's welcome, which is one of the cornerstones of the Bristol Motor Club. Importantly, the MX5s must be road legal with a valid MOT certificate, and we don't permit any performance modifications. One set of part-worn tyres, which should cost no more than £60, will last the entire season."

Now well into its second century, the Bristol Motor Club is expanding its membership and securing its own future by making it easier than ever for new licence holders to take their first steps in motorsport.





CLUB INFORMATION

Bristol Motor Club
Established: 1911
Based: Bristol, Somerset
Website: bristolmc.org.uk
Social: @BristolMC







BRITISH KARTING CHAMPIONSHIPS

FAST, FURIOUS AND MORE FUN THAN EVER

The majority of world motorsport's most famous drivers started their careers in karting. Several of them have British Kart Championship titles on their CVs, including Anthony Davidson, Paul di Resta, Mike Conway, Oliver Jarvis, Oliver Rowland and George Russell, to name but a few.

This year Motorsport UK has taken on the organisation of the British Championships, through its new Karting UK operation. With approximately 550 drivers signed up, this year looks set to be the biggest championships in decades.

We caught up with Dan Parker, the organisation's first dedicated Karting Manager, who has jumped in the driving seat to oversee the Operations Team as it embarks on a new chapter for the sport.

Let's start with a bit about yourself, Dan - how long have you been involved in karting?

I've always loved karting and have been in and around the sport since about 1993 - first as a competitor, then moving into circuit and event management, before moving abroad and helping to establish karting in new markets. Before I started my new role at Motorsport UK I was running the Bambino Championship for drivers as young as 6 years-old, as well as being a director of Zip Kart at Silverstone. So, I had a good understanding of running championships, as well as commercial areas of the sport.



What are the British Karting Championships and what's so great about them?

The Motorsport UK British Karting Championships are the pinnacle of short circuit karting here in the UK, however there is a Championship and class for everyone. As one of the most accessible and affordable forms of motorsport, it is incredibly inclusive.

In 2019, Motorsport UK awarded British titles to the major stakeholders in karting, meaning that for the first time ever, commercial classes are now recognised as full British Championships. Everyone, from 6-60 years old, has a class they can take part in and a British Championship they can compete in - from Bambino to Rotax 177 masters.

What is Motorsport UK's role?

In 2019, Motorsport UK took over the running and promotion of the Championships. To date, we have over 570 drivers registered across the championships, which is fantastic. It's the biggest uptake in around 30 years. The Championships are a huge undertaking and a considerable investment in karting. Ultimately, we need to rebuild the sport from the top down and we have some exciting plans to increase participation at both club level and entry level. This will ensure the sport continues to appeal to existing participants, while attracting new interest from new audiences.

How closely do you and your team work with key stakeholders?

As the promoter of the Championships we are involved with everyone within the sport. We work with all of the karting community, from the manufacturers, the competitors, the teams, the circuits and clubs around the country.

This year has been the first year that we have had a requirement for teams to have entrant licences for events, which has been really good, as we are able to have a more open dialogue with them; for us to communicate with them and for them to voice any needs they may have. The reaction from the teams to the safe guarding training and requirements for mandatory insurance has been really positive. It's been great to have them fully on board with the Championships this year.



What are main challenges involved?

The sheer logistics of the championship are staggering! We have over 570 drivers registered; the majority of which have not competed in a British Championship before. So, ensuring that the customers are prepared and ready for each event is a challenge in itself.

We have an excellent team of over 15 officials in place though, plus key staff from Motorsport UK that visit each round. They do an amazing job to help ensure everything runs smoothly – pre, on and post-events.

Another new feature of the Championship is the new CCTV system and race centre. We have 16 CCTV cameras that we take to each venue to monitor the track and driving standards. The set-up and break down takes around six hours per event, and the camera images are all fed back into the Race centre where the footage can be reviewed by the camera operator and, if necessary, the stewards.

Why has Motorsport UK taken over as promoters?

Motorsport UK taking over the promotion of the British Championships represents the largest ever single investment in karting, and its clubs, ever seen by the governing body.

Karting is a vitally important element of UK motorsport and the championships reflect our commitment to the sport, desire to instil the correct principles, and mission to improve karting for all of our customers and officials.

We want to create a world class, customer focused British Kart Championship that is open to all.

> "Karting is at the heart and soul of UK motorsport, with a rich heritage of affordable, close competition that encapsulates all that is best about racing. We believe that karting needs a clear pinnacle to showcase the sport, and serve as a display of the best drivers in the UK.
>
> "We are very conscious that karting has become more professionalised in recent years, and for those seeking a progression to other forms of motorsport, we applaud that. But we also need to protect the grassroots of karting, and ensure that the barriers to entry are lowered, and the cost and administration of competing are better optimised"
>
> **Hugh Chambers,**
> CEO of Motorsport UK

With Motorsport UK bringing everything in house, promotion of the Championships has also taken a significant step up. The series now has a vibrant social media presence to provide all the news, views and interviews with the stars of British Karting, while video highlights of all the wheel-to-wheel action are produced from every race weekend around the country.

A new website www.britishkatchampionships.org has been established – hosting championship videos, images, reports and documents all in one place with the BKC site providing a one-stop shop for the pinnacle of British Karting.

One thing that is really important is that we want the British Championships and karting to be recognised as a sport in its own right. Yes, there will be some that see the Championships as a platform, to start a career in motorsport. But not everyone has the desire – or talent – to make it to the top. For every Lewis Hamilton or Jenson Button, who started out in karting, there are hundreds of competitors who are passionate about our sport and simply want to compete in one of the best run karting championships in the world. At any stage in their career, we can provide our customers with a championship and a class to suit.

Are you pleased with how it's started?

The team has put in a huge amount of work and we've had a fantastic start to the season. But we never rest on our laurels. There's always room for improvement and we'll continue to work closely with the whole community to keep refining the Championships. Having a dedicated karting manager has enabled Motorsport UK and its officials to have a better understanding of its members' needs and requirements. That can only be a good thing as we continue to move the sport forward, at all levels.

FOR THE LATEST NEWS & VIEWS

Visit:
britishkartchampionships.org

INTERESTED IN TRYING KARTING?

Visit:
KartingUK.org



The new set-up is being well received by the karting community:





Mitchell Gibbons (centre) competes in the Honda Cadet class of the British Kart Championships

Dear Dan,

A quick email to say thank you to you and your team for the Motorsport UK British Championships Event last weekend. What an event!

It must have been the most friendly sporting atmosphere we have ever experienced at a National Level event. It was great to see how much our son, Mitchell Gibbons, enjoyed it. He woke up the next day saying how much he'd loved it and how close the racing was.

The presentation was a big step up from normal National Events and the press conference with three drivers after was impressive. For us, as parents, we really appreciated it. It's giving our children experiences and life skills that will stay with them forever.

The hard work that has been done on the child protection area is also improving things for the better. It's made the paddock a more fun place to be, without impacting on it being a professional and competitive environment.

You are doing a great job - this great sport is changing, heading in a positive direction, because of what you are all doing.

On behalf of a number of parents - thank you.

Steve Savage

IT'S ALL ABOUT THE MONEY...

Since the sport began many decades ago, motorsport of all domains has been an expensive past time. The very early days of our passion being pioneered and indeed dominated by the aristocratic upper classes, brave, pioneering and of course well resourced. As the sport evolved and diversified, the levels of expenditure, whether absorbed into research, development or the investment into the variety of facilities, has escalated into the billions.



Today we are fortunate enough to have a very diverse industry of motorsport, from karting to Formula 1 - whatever your age and budget there is something for you to compete in. If it has a wheel it can be raced, I was once told.

The sport is undeniably still an expensive way of getting your adrenalin flowing, but as I have already suggested there are many levels of entry and events to fit your budget. The danger being when you improve your skills and want to move up a gear or two, so to speak!

Over twenty years ago I became involved in providing finance products for classic and historic cars and motorcycles which, at the time, was a very difficult and unheard-of task. If you went to your bank to borrow money for a historic car, they just didn't have the experience or mechanism to work out what they were lending against, or the knowledge to provide a suitable loan to value that would work for your purchase.

You were faced with begging from the family bank or tagging onto your mortgage, both rather unsuitable for just the purchase of a motor car. Over time (and I mean many years) we developed a product that could, and would, work for historic cars. This has since become the norm for most lending institutions currently operating in the market place.

Race cars and associated equipment, however, have long been behind this development curve and, once again, due to a historic lack of understanding and knowledge in being able to value a car, or understand its residual value, loan products for our sport remain scarce - well, ones worth signing up to anyway. The purchase of your car or bike is one thing, but the cost of associated equipment is clearly another and can drain resources very quickly.

For this year's season, Classic & Sports Finance has been selected as a formal funding partner for Motorsport UK, where we will work to assist all aspects of the sport with finance products and advice.

Whether you are a manufacturer, independent driver or a sponsored team, we will endeavor to support your passion with the capital required, which can be for a purchase or the release of the capital currently tied up in an asset. If you have any thoughts at all relating to capital outlay it is worth contacting us for a brief discussion - we are looking to develop products for the sport which suit the people in it.

Over the coming issues of Revolution, we will explain the differences in how to finance race cars and equipment and the reasons why it has been inherently difficult in the past.

Rob Johnson is the Managing Director and founder of Classic & Sports Finance, a keen historic racer and strong advocate of motorsport.

Rob@classicandsportsfinance.com
Tel: 01869 351512.

CLASSIC & SPORTS
FINANCE

PLACE NOTES



GURSTON DOWN



Gurston Down in Wiltshire is unique in the hillclimbing world for being the only British venue in regular use that runs not uphill, but down. At least, it does the for the first hundred metres or so of its 967-metre length.

Once the course has levelled out it sweeps around to the left, then begins its sharp ascent through a sequence of three very tight bends, concluding with a flat-out blast across the finish line.

The course record is held by multiple British champion Scott Moran, who flung his Gould GR61X hillclimb special from start to finish in just 25.37 seconds back in 2014, at an average speed of 85mph.

Astonishingly, the fastest speed ever recorded across the finish line is 159mph.

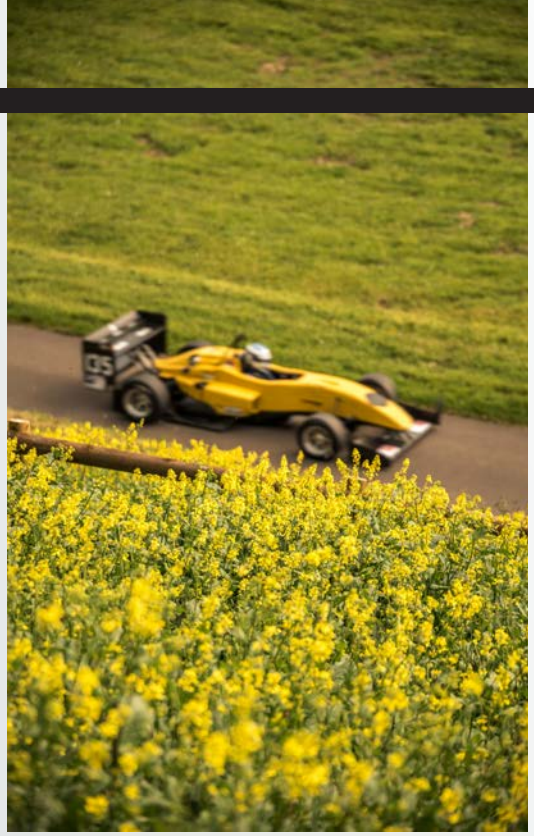
Untouched since Gurston Down was first used as a hillclimb venue in 1967, the narrow course wriggles its way up the hillside exactly as it did 52 years ago.

What has changed in that time, however, is just about everything else. Driver and spectator safety has evolved, with new barriers installed and major ground works being undertaken. Paddock facilities have been improved as well and there's a hard standing space for 150 cars.

The course was designed by British hillclimb stalwart Tony Marsh, who won the national title no less than six times. Marsh sketched its route from bottom to top in 1965 and, as late as 2007, he was still competing there. The Tony Marsh Memorial Weekend is held at Gurston Down each July following his death in 2009.

In the mid-Nineties, the course record was broken by a promising young driver from Guernsey, who recorded a time of 27.14 seconds aboard his 4.0 Pilbeam MP58 DFL.

The record stood for a full seven years, during which time Andy Priaulx established himself





in circuit racing before going on to dominate the FIA World Touring Car Championship, winning three consecutive world titles from 2005 onwards.

As well as hosting two rounds of the British Hillclimb Championship each year - the title has often been decided during the traditional August Bank Holiday meeting - Gurston Down also runs its own series, plus what it calls the 'Top 10 Challenge'. Those two championships today form the backbone of Gurston Down's six annual club events.

The venue also holds a hillclimb school four times each year. Participants pay £175 and learn the basics of hillclimbing in the classroom before taking to the course itself in their own road cars.

Under the guidance of Gurston Down's hugely experienced instructors, the participants get steadily quicker throughout the day on what is one of the country's fastest hillclimb courses. There is also the option for National B Speed competition licence holders to pay a further £50 to sit a written examination and secure a licence upgrade signature.

While Gurston Down mightn't have the profile of Shelsley Walsh or Prescott, its distinctive downhill start and very high average speeds make it a match for any British hillclimb course when it comes to character.

Visit: gurstondown.org







WHAT'S ON

May / June 2019

25-26 May

FIA World Rallycross Championship,
Silverstone RX Circuit, Northamptonshire

One of the most thrilling race categories around, the FIA World Rallycross Championship returns to Silverstone for round four of the 2019 season. Britain's Grand Prix circuit first hosted the international rallycross series in 2018, the short Stowe circuit having been adapted to include a twisting gravel section complete with a jump. Having dominated the series for the last two years (winning all but one of last season's 12 rounds), reigning champion Johan Kristoffersson is racing elsewhere this year, paving the way for somebody else to stand on the top step of the podium.



26 May

Motorsport at the Palace,
Crystal Palace, London

Having staged its first motor race at the tail end of the 19th century, London's Crystal Palace is one of the oldest motorsport venues in the world. British icons such as Jim Clark, James Hunt, Stirling Moss, Jackie Stewart and John Surtees all competed at Crystal Palace during its heyday. Racing was suspended in 1972, but motorsport returned to the leafy park in more recent years after the Sevenoaks and District Motor Club repurposed Crystal Palace as a sprinting venue. Motorsport at the Palace has been run annually since 2010.

1-2 June

British Superkart Championship,
Donington Park, Leicestershire

What look like miniaturised Le Mans racers are actually among the fastest competition machines out there. With 250cc two-stroke engines that develop as much as 100bhp, these gearbox karts sprint to 60mph in less than three seconds and don't stop accelerating until they reach 145mph. Superkarts race on full-size circuits and, as well as visiting Donington Park for the fourth round of the 2019 season, the British Superkart Championship also stops off at Cadwell Park and Snetterton, along with Anglesey in Wales and Knockhill in Scotland.





1-2 June

Motofest Coventry,
West Midlands

Motofest Coventry is an annual event that celebrates the city's rich automotive heritage. Located within the city centre and with high-speed displays taking place on the ring road, Motofest is billed as the automotive sector's Edinburgh Festival. Last year some 136,000 people attended the free two-day event, which boosts the local economy and inspires youngsters to consider careers within the industry. For 2019, alongside the high-speed demonstrations and various static displays, there'll also be a celebration of Citroen's centenary year and a new Performance and Tuning village.

motorsport UK



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Putting members at the heart of Motorsport UK

Seize every opportunity and enjoy every minute!

Behind the scenes with 28 year-old Clerk of the Course, Duncan McGregor



Arriving at the 77th Goodwood Members Meeting, many will have noticed the beautifully manicured surroundings and enjoyed the incredible collection of vehicles both on and off the track. But are most people aware of what goes on behind the scenes at one of the UK's biggest race meetings?

Joining the team of Clerks of the Course for the 77th Members Meeting, I arrived at Goodwood on the Friday evening to meet with the team and attend the drivers' briefing.

Arriving at the administration building, I was met with a warm and friendly welcome from the event secretarial team - a team key to the success of the event - who were mid-flight with the signing on of drivers and providing solutions to a diverse range of queries from competitors.

The drivers' briefing was a sight to behold, with the Great Hall filled with competitors from across the racing fraternity. After a welcome and overview of the event from Lord March, the Senior Clerk and Driving Standards Advisor gave a detailed briefing of the standards expected from competitors, setting the tone for the weekend.

The role of a Clerk of the Course is often varied, and for me, the 77th Members Meeting was no exception. After completing the necessary administrative matters with the secretarial team, I met with a team from Motorsport UK who would be undertaking random alcohol screening throughout the event.

After discussing the testing procedure and confirming the sample of drivers which had been selected, I was off to the parc ferme area to inform the first batch of drivers of their selection.

Once testing was completed, I joined the team in Driving Standards, who were responsible - as the name suggests - for policing the standard of driving during competition.

Along with another Clerk of the Course and the Driving Standards Advisor, all on-track action was monitored in live time, as well as having the ability to request and view replays from any of the cameras located around the circuit.

Reports are often received from Observers and Marshals who very much act as the eyes and ears of the Clerking team. Such reports undergo thorough investigation by the Driving Standards team before being resolved.

The 77th Goodwood Members Meeting relied on a team of over 300 voluntary marshals and officials to make the event possible. Ranging from marshals, observers, timekeepers, event secretaries and scrutineers, to race control personnel, emergency service teams, Clerks of the Course, Stewards and many others, the team involved is as diverse as the roles it performs.

The huge team of volunteers are often some of the first to arrive at a venue and some of the last to leave, often with little or no public awareness of the work they undertake. Motorsport across the UK is dependent on fantastic volunteers, who all work together with a common passion for motorsport to make events possible.

I would like to add my personal thanks to all the volunteers who made the event possible and for the warm welcome I received from everyone involved throughout the weekend.



Interested in volunteering as an official? Visit: motorsportuk.org

Q. What got you into motorsport?

I've always been interested in motorsport and was first introduced to the sport by a family member, who I'd pestered to take me to events. Eventually they gave in and took me to my first rally as a marshal. After that, I volunteered as a marshal at rallies, races and speed events; then as rescue crew, trainer and radio control, before commencing my training as a clerk.

I was always interested in the role of clerk of the course. Having previously completed a law degree, the judicial side of the sport appealed to me. I had also enjoyed my time working in race control, where I noticed there was a shortage of clerks. I approached my local club, who I had marshalled for and volunteered on their rescue unit. They were only too happy to support me. After a period of shadowing several existing clerks I decided to go ahead and formally apply for my probationary licence.

My advice to anyone starting out is to seize every opportunity and enjoy every minute of it!

ABOUT DUNCAN

Duncan is currently completing his Clerk of the Course modular training programme, is a member of the Motorsport UK Training Working Group and, when not Clerking, can often be found at race, speed and rally events as part of the rescue team or radio controller.

Reasons to celebrate



Motorsport UK's Wales Rally GB Clerk of the Course and British Rally Championship Manager celebrates new laws being passed, enabling closed road events to be staged in all four UK nations.

How many times have you travelled over a piece of road and thought, "wouldn't it be great to have this shut to traffic and to have a real go over here?" Now, following lengthy campaigning by Motorsport UK, legislation is in place to allow closed public road motorsport across the whole of the British Isles.

While this is unlikely to lead to an influx of new events, it does open lots of new opportunities for the sport. It will enable ambitious organising teams to revaluate aspects of their events, that may be rejuvenated by being able to use sections of public road. Mind you, who doesn't want to dream about racing cars down The Royal Mile and around Princess Street in Edinburgh?!

Scotland has become the last of the home nations to adopt the new legislation. From a rallying perspective, Scotland has been at the forefront of the safety investigations into our sport and led the work that became the backbone of RallyFuture and Rally Safety Guidelines. So why was it the last to pass legislation to close public roads for motorsport?

Going back to when the Scottish Government set up the Motor Sport Event Safety Review group in mid-2014, Holyrood always stated that it would not look at closed roads until all the work of the group had been implemented, and the findings of the Snowman and Jim Clark Rally Fatal Accident Inquiry had been concluded. The recommendations of the group were published in January 2015, the Fatal Accident Inquiries (FAI) conclusion was published in November 2017 and a group of motorsport stakeholders started to meet with Transport Scotland in the spring of 2018. The work of this group resulted in the legislation becoming law on 17 April this year.

Throughout this period, the support of the Scottish Government towards motorsport has been undiminished. They recognised that, while it can be dangerous, motorsport is a very well-regulated sport, with an exceptional safety record.

The whole review process presented a rewarding and eye-opening opportunity to scrutinise everything we did. It also helped us to develop close working relationships with civil servants, Police Scotland and the local authorities. This meant that when discussions about closed roads opened in 2018 it was easy to establish what the sport needed, what the government required in the way of legislation, and to devise a plan to move forward.





> A governing body of any sport has many different plates that it has to keep spinning. It's not only there as a regulator, a promoter, a guardian of the sport - much of the work goes unseen by its members

A governing body of any sport has many different plates that it has to keep spinning. It's not only there as a regulator, a promoter, a guardian of the sport - much of the work goes unseen by its members. It's what has gone on in the corridors of power, as our views and needs are lobbied to those who can make a difference. This is never the work of a moment, as there are many voices challenging to be heard by MPs, MSP and Assembly Members. To get to the point where the UK has the possibility to close a public road for motorsport purposes has taken nine years. MP Ben Wallace has been instrumental since that time back in 2000 to get this onto the statute books.

It is fitting that the first event in Scotland to benefit from the new legislation is the rally that was the first to get its own Act of Parliament back in 1990, the Mull Rally. This October, the glens and island perimeter roads will once again echo to the sounds of anti-lag, screaming Millingtons and straight-cut gearboxes.

Are you coming to visit the brave new world of closed public road motorsport, ironically on an event that is celebrating its 50th Anniversary? If so, you had better get your boats and accommodation booked quickly. See you there!

ABOUT IAIN

Iain Campbell is the clerk of the course for Wales Rally GB and manager of the British Rally Championship. Having worked with the UK's round of the WRC since 2013, Iain was also the event coordinator for IRC Rally of Scotland in 2009-2011 and sat on the Scottish Government Motor Sport Events Safety Review group and Closed Public Roads for motorsport group. He has also attended rounds of the WRC as a steward.

Motor Sports Council

National Court

SITTING TUESDAY 2ND APRIL 2019

David Munro (Chairman), Bob Kettleboro, Richard Norbury

CASE No J2019-03/04 – Slater/ Fusion Motorsport

The National Court has considered disciplinary proceedings in the conjoined matter of Adrian Slater and Fusion Motorsport.

Both parties were summoned to appear before the National Court for causing or permitting Alfie Slater, the holder of National 'B' Kart licence, to enter and participate in the IAME Winter Cup at Valencia when he was not so entitled by virtue of the grade of competition licence held, namely National 'B' ,and permission to start having been declined by Motorsport UK in writing, contrary to 2019 General Regulations C.1.1.2 (b) and C.1.1.4 and A 10.1.

The National Court noted that both Mr Slater, who holds a PG licence and Fusion Motorsport, who were the entrants licence holder admit the charges and whilst neither attended the hearing, both were represented by their solicitor, Mr Dan Chapman.

The chronology of events appears to be that Alfie Slater was entered for the IAME Winter Cup on the 11th December 2018. The entry form, sent by Fusion Motorsport, was in fact completed by an employee of Adrian Slater, one Craig Boyd, who stated on the face of the form that Alfie Slater held an 'A' grade licence.

This statement was patently misleading, but we accept that Fusion were unaware that it had been made.

It was not until 29th January 2019 that Dan Hazelwood of Fusion Motorsport sought permission from Motorsport UK for Alfie to take part in the IAME Winter Cup in Valencia, an event that was due to start on 7th February 2019.

Permission was promptly and unsurprisingly refused by Motorsport UK, there being no exceptional circumstances.

Alfie was not, at that time, entitled to hold a National 'A' Kart licence and was therefore not eligible to race in the IAME Winter Cup.

In fact, he did race. He started and took part in the event between 7th-10th February 2019.

We are satisfied that Mr Hazelwood was not present at signing on but that Adrian Slater as the PG licence holder was present.

A National 'B' kart licence must have been presented and it appears that the officials at the meeting accepted the licence together with a downloaded page from the Motorsport UK website, which actually does no more that to explain to competitors the grade of licence required for International competition and to confirm such entitlement to those undertaking licence verifications. This documentation was accepted.

It is plain that Mr Slater was aware that his 8-year-old son was not entitled to race in Valencia and that he produced the documentation in the hope that it would be accepted.

This action was undoubtedly prejudicial to the interest of motorsport.

It constitutes a grave breach of the General Regulations and could have had significant consequences for the ASNs involved and the organisers of the event and the potential to invalidate insurance.

Having heard the submissions made on behalf of Mr Slater it is hard to find any significant mitigation for his actions beyond the simple fact that he accepts the charge brought against him.

The position regarding Fusion Motorsport is that they accept their strict liability in this case. They should not have allowed the misleading entry form to have been submitted and they were plainly aware that Alfie was not eligible to race.

We are however satisfied that they were not the prime instigators of what occurred and bear a lesser responsibility in the light of the known facts.

It is obviously the case that Alfie Slater is blameless. He is undoubtedly a competent junior karter who has subsequently obtained a National 'A' Kart licence.

In the case of Adrian Slater, the National Court concludes that the appropriate penalties are as follows;

1.) His 2019 PG licence is suspended with immediate effect.

2.) He is suspended from holding a PG licence for a period of 5 years from today's date.

3.) He is also suspended from acting as an Entrants Representative under General Regulation

H 27.1.9 (c) for the same period.

4.) He is fined the sum of £5,000.00

5.) He is to pay a contribution of £1,500.00 towards costs.

The following penalties are imposed on Fusion Motorsport, the entrants of Alfie Slater;

1.) The entrant's licence of Fusion Motorsport is suspended for a period of 2 years with immediate effect, but this suspension is itself suspended for 2 years pursuant to General Regulation C2.1.3

2.) They are ordered to pay a fine of £2,000.00

3.) They are to pay costs in the sum of £500.00

DAVID MUNRO
CHAIRMAN
2nd April 2019

SITTING TUESDAY 7th MAY 2019

Nicky Moffitt, David Scott, Tony Scott Andrews (Chairman)

CASE No J2019/05 - Craig Davies

IN THE MATTER OF CRAIG DAVIES

Mr Jamie Champkin appears for Motorsport UK
Mr Simon Taylor appears for Mr Craig Davies.

This comes before the Court as a Disciplinary matter for breach of General Regulations C.1.1.4 and H.6 (acts which bring motor sport into disrepute or are prejudicial to the interests of motor sport).

It arises as a result of a collision between a car driven by Craig Davies and another driven by Zac O'Sullivan which occurred at Brands Hatch on 6th March this year during a test session organised by MSV. The numerous conditions for entry include a requirement for drivers to hold a "full valid FIM/FIA/MSA/ACU/MCRCB Competition licence appropriate for the vehicle" and further requirements relating to "noise" and "FHR devices" where the required standard is referenced to that of the MSA.

The Court was concerned as to whether it had jurisdiction to deal with the matter and sought representation by the parties. In addition, Mr Taylor wished it to be dealt with as a preliminary point. Representations were accordingly made.

For Motorsport UK it was contended that whilst accepting that there was no specific term in MSV's documentation indicating that the General Regulations would apply, the fact that both drivers held UK licences and that reference was made in MSV's documentation to the need for such and for compliance with specifically stated MSA (now, Motorsport UK) regulations, brought into play an overriding requirement to comply at least with Regulation H.6. For Mr Davies, it was argued that the Court had no jurisdiction to apply the Regulations contained within the National Sporting Code. Reference was made to Article A.2.2.1 which states "these Regulations shall govern all events (as hereinafter defined) in which a vehicle (as defined) having more than three wheels .....may take part, organised in the territory of Motorsport UK." Such "events" are effectively defined at A.2.3 and A.2.4. A.2.3 refers to events run under an International Permit issued by Motorsport UK. A.2.3.1 refers to all events other than those for which Motorsport UK has issued an International permit. A.2.4 refers to Exemptions.

The various grades of Events are more specifically defined at D.4.3. It was argued that the Regulations could be held to apply only to Events as defined and, further, that as a test day organised by an independent organiser did not come within any of those definitions, the Regulations did not apply.

The Court considered that the said contractual conditions for entry to the test day relating to licence, noise and FHRs which were referenced to Motorsport UK regulations merely set a standard acceptable to the Organisers and did not serve to imply any other involvement on the part of the governing body. The Court accepts the limitations placed upon the application of the General Regulations as a whole by virtue of Regulation A.2.2.1 and accordingly finds that the General Regulations (of which H.6 is a part) cannot apply to this particular test day where the Court is asked to deal with a matter arising from an on-track incident involving two vehicles.

The matter is accordingly dismissed.

TONY SCOTT ANDREWS
CHAIRMAN
7th MAY 2019

SITTING TUESDAY 7th MAY 2019

Nicky Moffitt, David Scott,
Tony Scott Andrews (Chairman)

CASE No J2019/07 – Steve Pugh

IN THE MATTER OF STEVE PUGH

Mr. Jamie Champkin appears for Motorsport UK
Mr Steve Pugh appears in person.

This comes before the Court as a Disciplinary matter for breach of General Regulations H.6 and C.1.1.4 (acts which bring motor sport into disrepute or are prejudicial to the interests of motor sport).

This matter relates to the AGBO Stages Rally held at Weston Park on 17th March this year.

The allegation against Mr Pugh, who is the holder of a Rally licence, is that he was found in an area other than a designated spectator area. He was given clear instructions to stay with a marshal for the duration of the stage and then move back into a designated spectator area. Mr Pugh was later seen to be in another area which was not a spectator area. Mr Pugh was then removed to a safe place where he produced a Marshal's tabard saying he was going to marshal. He was, however, unable to produce a Marshal's Registration card. (Records show that although Accredited his Registration had lapsed).

Mr Pugh disagrees with much of what is said against him but accepts that he was in areas other than those designated as Spectator areas. He states that he had intended to enter the event but had subsequently been unable to do so. He then decided to attend as a spectator and take photographs, something which he had not done for some time. At those times, which pre-dated the recent changes mandated by RallyFuture, he was accustomed to determine vantage points of his own choosing and seemingly continued to do so on this occasion.

Mr Pugh realises that he should not have been outside the designated safety areas, understands the potential consequences and offers his sincere apologies to both the Court and the organisers of the event.

The Court accepts that Mr Pugh's apology is sincere but finds that as an experienced and well known competitor with a long involvement in the sport he knew well the reasons for the introduction of RallyFuture and the necessity for the sake of the sport to comply with it, but nonetheless he chose to disregard it.

The Court considers it unnecessary to spell out the risks to the sport of further unfortunate and tragic incidents and is unimpressed by Mr Pugh's actions on that day.

The Court therefore:-

1. Orders that:
    a. Mr Pugh surrender his current Motorsport UK licence
    b. Mr Pugh's marshal's accreditation is revoked with immediate effect
    c. Mr Pugh to pay a contribution to Court costs of £100.
2. Directs that no further licence of any sort (or marshal accreditation) be issued to Mr Pugh until 1st January 2021.

TONY SCOTT ANDREWS
CHAIRMAN
7th MAY 2019

RESULTS

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



Motorsport UK British Drag Racing Championship

Kevin Slyfield defeated Marck Harteveld on a foul to win the season's opening race.

Qualifying first and second, the pair ran neck-and-neck through eliminations, with Harteveld earning a fractional performance edge courtesy of the weekend's quickest elapsed time.

Championship standings
1 Kevin Slyfield – 98 points
2 Marck Harteveld – 82
3 Bobby Wallace – 56



BRDC British F3

Clement Novalak converted a front row start into a maiden win in the first race of the season.

Novalak claimed the lead on the first lap from team mate Kaylen Frederick, and then had to contend with a lengthy safety car period, before claiming victory.

Championship standings
1 Clement Novalak – 81 points
2 Johnathan Hoggard – 70
3 Ayrton Simmons – 53



British Rally Championship

Round 3:
Pirelli International Rally, 27 April

Tom Cave produced a faultless drive to win the third round of the British Rally Championship - the Pirelli International Rally.

Along with co-driver Dale Bowen, the Welsh pairing marched to a 17.6 second victory in their Michelin-shod Hyundai i20 R5 in the third round of the series.

Championship standings
1 Tom Cave – 50 point
2 Matt Edwards – 43
3 David Bogie – 41



KNC Groundworks Scottish Rally Championship

Two-time Scottish Rally Championship champions Euan Thorburn and Paul Beaton continued their perfect start to the season with victory on the McDonald & Munro Speyside Stages.

Championship standings
1 Euan Thorburn – 60 points
2 Freddie Milne – 54 points
3 Jock Armstrong – 53 points



Kwikfit British Touring Car Championship

Two wins for reigning champ Colin Turkington before emotional victory for Tom Ingram.

Team BMW's Colin Turkington doubled his 2018 race-winning tally in just one afternoon, as the reigning champion secured two lights-to-flag Kwik Fit British Touring Car Championship victories at Donington Park.

Championship standings
1 Ashley Sutton – 70 points
2 Josh Cook – 67
3 Colin Turkington – 65 points



British GT

Round 1: Oulton Park, 21-22 April

Rick Parfitt Jnr and Seb Morris made the perfect start to their new partnership with JRM Racing, claiming victory in British GT's first 60-minute race at Oulton Park.

Championship standings
1 Tom Cave – 50 point
2 Matt Edwards – 43
3 David Bogie – 41



FUCHS Lubricants British Historic Rally Championship

Round 2:
Pirelli Historic Rally, 27 April

Matthew Robinson and Dave Robson were the toast of Kielder when they won round two of the championship, the Pirelli Historic Rally.

Championship standings
1 Price/Brooks – 53 points
2 Orr/Henderson – 41
= Hetherington/O'Neill – 41



Protyre Motorsport UK Asphalt Rally Championship

Round 2: Manx National Rally, 10-11 May

Jason Pritchard has extended his championship lead, taking maximum points on both days of the double-header Masterpixel Media Manx National Rally – with his latest win on the Isle of Man equalling Kenny McKinstry's five event victories.

Championship standings
1 Jason Pritchard – 90 points
2 Alan Kirkaldy – 80
3 Damian Cole – 78



Pirelli Welsh Rally Championship

Round 4: Plains Rally, 11 May

A second successive maximum points score means that Scott Faulkner leads the 2019 Pirelli Motorsport UK Welsh Forest Rally Championship by a single point as the series reaches its halfway stage.

Championship standings
1 Scott Faulkner – 87
2 Matthew Hirst – 86
3 Tom Llewellin – 83



Toyo Tires British Rallycross Championship

Round 2: Lydden Hill, 22 April

Irishman Derek Tohill (Ford Fiesta) scored his first Toyo Tires Motorsport UK British Rallycross Championship victory at Lydden Hill on Easter Bank Holiday Monday and took the lead in the eight-event series in the process.

Championship standings
1 Derek Tohill – 57 points
2 Julian Godfrey – 55
3 Pat Doran – 46



British Sporting Trials Championship

Round 8: Pennine Sporting Trial, 28 April

Reigning northern champion Bryan Walker sprang a surprise at the Pennine Sporting trial by winning overall from British champion, Ian Wright.

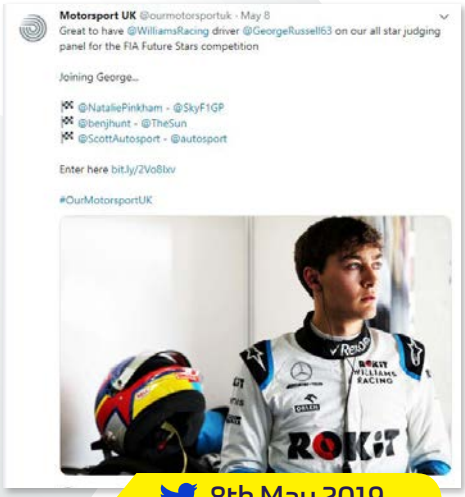
Results
1 Brian Walker, Jedi, 31
2 Ian Wright, Sherpa Indy, 34
3 Roland Uglow, Crossle, 37

SOCIAL SNIPPETS

Latest news and views across social media



5th May 2019



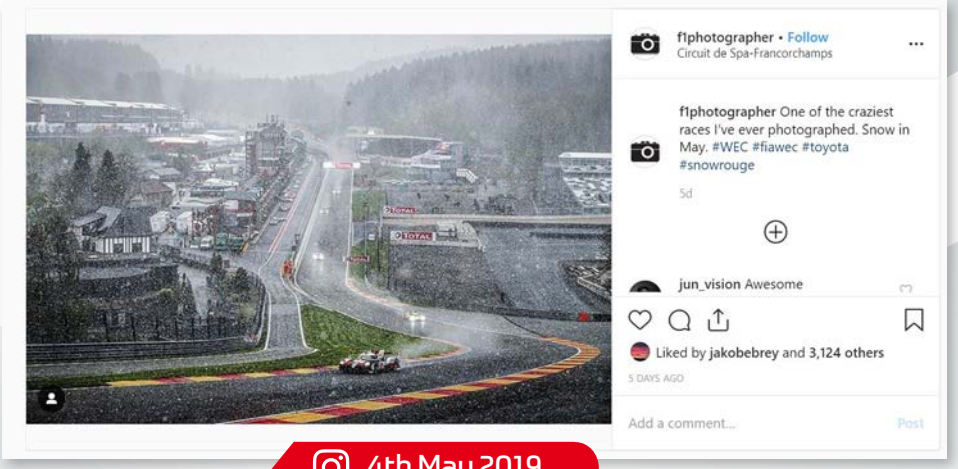
8th May 2019



9th May 2019



5th May 2019



4th May 2019

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Do you want to help deliver a bold new vision for UK motorsport?

General Secretary

An exciting opportunity has arisen for a General Secretary to join the national governing body, Motorsports UK.

The General Secretary will report to the Chief Executive and assume prime responsibility for all of the company's legal, secretariat and corporate governance functions of Motorsport UK.

As a member of the Senior Management Team the successful applicant will also have general management responsibilities, including related budgetary controls.

The General Secretary oversees Regulation changes including Anti-doping and Border Agency matters, and is responsible for Motorsport UK being represented in judicial proceedings before both the Motor Sports Council National Court and the FIA Court of Appeal.

Applications are invited from lawyers with a current practising certificate. Ideally applicants will have particular experience in both the management and practice of company/commercial and litigation/advocacy matters.

A working knowledge of sports governance and/or motorsport would be a distinct advantage. Occasional weekend work at motorsport events is required.

Graphic Designer

An exciting opportunity has arisen for a Graphic Designer to join the national governing body, Motorsports UK.

You will be internally focused, however will require an understanding of different client's requirements before making design decisions on their campaigns and proposals. You'll work to a brief agreed typically with the internal client, head of communications, or commercial manager, and will develop appropriate creative ideas and concepts for each client's objectives.

As graphic designer you will work on a variety of products and activities, such as websites, banners, communications campaigns, infographics, magazines, posters, product packaging, exhibitions and displays, corporate communications and corporate identity templates, ensuring all design is aligned with a new, recently introduced brand identity.

You will be responsible for applying and safeguarding our new brand identity across a range of assets and projects. The work demands creative flair, up-to-date knowledge of industry software, and a professional approach to time planning, costs, deadlines and prioritisation.

Scottish Motor Sports Chairman

Scottish Motor Sports (SMS) are seeking a Chairman to oversee and steer the SMS Development Programme.

Scottish Motor Sports was established in 2011 as a collaboration between the bodies that govern two- and four-wheel motor sport; the Scottish Auto Cycle Union (SACU) and Motorsport UK.

The Chairman is expected to provide leadership and direction to the SMS project, ensuring that the activities of SMS are managed effectively to promote fair and transparent practice. The Chairman is expected to provide support to the Managing Partners (Motorsport UK and SACU) whilst Chairing SMS and SMS Advisory Committee. They are expected to represent the interests of SMS in an ambassadorial role

This is a volunteer, non-salaried position with an expected term of three years. Travel and other reasonable out-of-pocket expenses will be reimbursed for attendance at official meeting and events on behalf of SMS.

Please apply to **hr@motorsportuk.org** enclosing your CV and contact details.
A copy of the full job specification is available at **motorsportuk.org**

motorsport UK

Motorsport UK Supplier Directory

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Fax: 01204 544901
www.theawningcompany.co.uk

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DMS Technologies

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Hampshire, S051 7JF
www.dmstech.co.uk

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Phone: 024 7663 9595
Fax: 024 7663 9559
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Letchworth Garden City,
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www.cambridgemotorsport.com

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Scotland
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www.knockhill.co.uk

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www.archmotor.co.uk

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Unit 1G,
Vantage Business Park, Banbury,
Oxon, OX16 9UX
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www.helix-autosport.com

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Tower Communications

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www.aaoil.co.uk

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www.haltermann-carless.com

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www.alunox.co.uk

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www.magnecor.co.uk

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www.aceserve.co.uk

INSURANCE

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www.adrianflux.co.uk

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www.grove-dean-motorsport.com

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138 Houndsditch,
London EC3A 7AW
Phone: 0845 337 2446
Fax: 020 7582 4500
www.jltgroup.com/sports-insurance/

Reis Motorsport
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Landmere Lane, Edwalton,
Nottingham NG12 4DG
Phone: 0115 965 1040
www.reis.co.uk

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Fax: 01256 224666
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https://www.michelin.co.uk/about/michelin-in-the-uk

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www.protyre.co.uk/motorsport

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The Parting Shot



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