


Revolution

May 2022

The official magazine of  motorsport uk

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A few days ago, the May edition of *Spotlight*, the monthly publication for ANECC, ANWCC and ANCC (the northern regional associations) dropped into my inbox. I always enjoy reading the forthright opinions of our members, who do not hold back in pointing out our shortcomings, but also are quick to celebrate the successes of our sport. David V Thomas, the Championships Co-Ordinator for the ANWCC reported:

"... this month I'd like to start with a big thank you to all our championship contenders! Last year we finished with a total of 235, as we slowly recovered from the lockdown situations. For 2022 we have just received the 300th registration – the first time we have reached that milestone since 2008! So, a big thanks to all of you and hope you have an enjoyable and successful year.

... of the 300 no less than 252 have started at least one event, with one contender already competed 7 times! Plenty of events left for everyone to get the maximum scores, and don't forget – start in three disciplines and you qualify for the Allrounders Championship.

... the big increases in contenders competing are in the Forest and Road Rally championships. The Forest series had a good increase last year but has grown even more this year, whilst our Road Rally series last year suffered from a lack of events, especially in Wales, but has bounced back really well!"

This is a story that is being repeated up and down the country, with a healthy rate of new 2022 licences (in fact 84 per cent of our annual target as of the start of May) and even healthier entry and grid sizes. One aspect that is especially gratifying is the rebound in rallying and especially stage rally licences, events, and entries, with many rallies selling out in record times.

This category was especially badly hit by the pandemic, with longer lead-times for event development pushing out timelines post lockdowns; and for the forest stages, a lengthy delay in re-opening the forestry estates to

motorsport enthusiasts. But the curtain has lifted and stage rallying in the forests is back on – and in fact we now have the long-term certainty for this in the Scottish forests with the news that Motorsport UK and Forestry and Land Scotland (FLS) have finalised a landmark agreement that lays the foundation for rallies and other motorsport events to continue on forestry land in Scotland through to 2030.

We had hoped that there would be pent-up demand after two years of heavy compromise in everyone's lives, and a necessary cessation of motorsport activity for much of that time. But clearly, there are now some further headwinds coming along in the form of geo-political strife and the global trade machine creaking slower, all lending weight to an economic slow-down, supply chain freezes and consequential price escalation. There is no doubt that all of this does make people think carefully about their budgets, and despite their passion for the sport, there will be some who need to look for more cost-effective ways of getting thrills from competing.

With that in mind we are building up to the launch of a new way of promoting accessible motorsport in the form of 'StreetCar' which encapsulates a range of 12 disciplines, or types of competition, that you can do in your daily car. At the heart of this lies AutoSOLOs, which is something that Steve Johnson, (SD34MSG Chairman), highlights in his leader column for *Spotlight* as well:

"Many of you will know about AutoSOLOs, these events, now split the entry into four groups. This allows the entry to help run the event as they do a drive – rest – marshal – rest system during the running of the event... For a £40 entry fee, AutoSOLO is motorsports' best kept secret. No overalls, no helmet and drive your everyday car if you wish".

As Steve says, one of the brilliant aspects of AutoSOLO is the requirement for everyone to marshal. Wouldn't it be great at the British Grand Prix to see Lando, George and Lewis getting out there and waving some flags in between FP1 and FP2!

Well maybe that isn't going to happen, but the idea of sharing the burden of event management is a great one and as much as anything, may inspire some who drive to also lend a hand volunteering on other weekends in other forms of the sport. Steve expresses concerns around marshal numbers, which we know can be a real issue, and one that Motorsport UK is pushing to alleviate. In fact, after a recruitment drive this spring and the inclusion of online modules and a revision to

the registration process, we have attracted nearly 1,200 new marshals to register, and that compares well to the existing core marshal registrations that we have that touches around 10,000. The newcomers are also lower in age profile and there are over 22 per cent female, compared to the current cohort that sits closer to 10 per cent. So, these engagement campaigns really do work and can replenish the shortfalls and ensure we can continue to see events run successfully.

>>>>>



Freddy and Toby Brick in action on Rally North Wales, March 2022



MacLean photographic

AutoSOLO is motorsports' best kept secret

On this discussion of grass roots multi-disciplines, we were saddened at the passing of Mike Sones, who was the absolute exemplar of a pillar of our community. Mike was an event organiser as well as a brilliant competitor across Autotests (RAC MSA British Champion 1992 and

1993), rallying (as a driver and navigator), trials, sprints, and hill-climbs. Mike also became a stalwart of the volunteer officials, acting as a Competitor Liaison Officer and Steward in everything from the BTCC to karting and Wales Rally GB.

At the reception after his funeral on Monday, there were over 250 family, friends and colleagues who as someone said, was a who's who of the grass roots motorsport community from across the UK. Paying tribute to their close friend, Mike Broad and Nick Pollitt regaled us with tales of adventures in cars of all shapes and sizes, as well as long post event recovery regimes that seemed to involve large amounts of ale!

At the heart of this are our clubs who provide the focal point for so much more than just event management, and for so many they have been the central part of their social lives. As the world moves inexorably to an online digital virtual universe, we need to recognise just how valuable the physical social network of motorsport is and ensure that we prioritise the fun and fulfilment that people have off the track as much as on it.

Wishing you a safe and fun time this month.

Kind regards,
Hugh Chambers
CEO, Motorsport UK



Mike Sones was a pillar of the motorsport community

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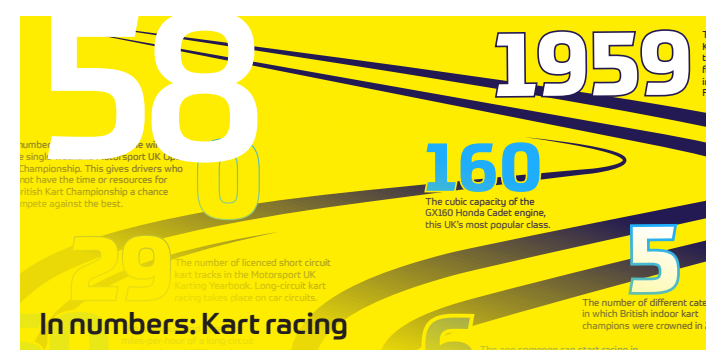
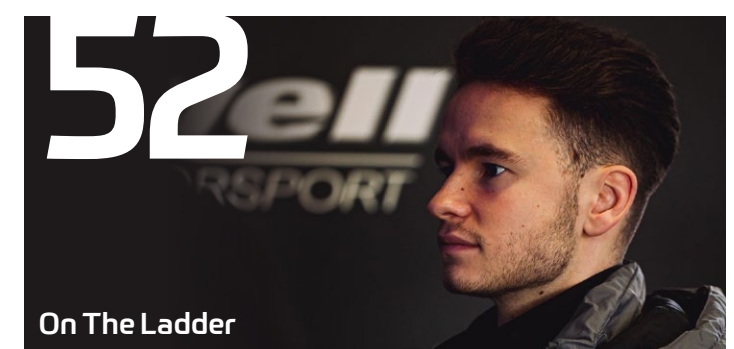
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In this month's *Revolution* we explore how **Taster Events** could help your Club attract more new members. We also take a look at the legendary **BMW M division** as it celebrates its 50th anniversary; offer advice on **How To become a marshal**; talk to **Dawn Boyd** – both a racer and marshal; and showcase some of the UK's aspiring motorsport stars in **On The Ladder**



YOU COULD BE A BRITISH CHAMPION

The British Indoor Karting Championship 2022 has arrived – register now to compete



The 2022 British Indoor Karting Championship (BIKC) has relaunched for this year across 35 TeamSport venues UK-wide on 1st June, and entrants have up until 31st August 2022 to set their qualifying lap times. So how do I enter?

Sign-up for BIKC from the 1st June 2022, it's quick and easy to do at Track, Online or on the App.

- 1) Become an Elite Member if you are not already (to get your KI race licence)
- 2) Choose which local track to do your qualifying laps at
- 3) Select your racing category
- 4) Press REGISTER and start RACING!

For track locations, racing categories and to purchase your Elite Membership visit **BIKC.co.uk**

Revolution spoke with current Champion Sam Slater and TeamSport CEO Dominic Gaynor, to get the inside line. "I race in BIKC to win the title of British Champion," says Sam. "This is easily the most affordable and easiest way to become a British Champion... and the prizes are too good to ignore!"

"The championship is intense. Anyone you beat gets eliminated, and only those who finish on the podium with you are able to come along to the next round. Then they get another shot at beating you at the next stage. Alongside that, there are the drivers who have been winning their side of the Championship half-way across the country, and you know you will eventually face them. You have beat champions at every turn to become the BIKC Champion."

Sam is back for 2022 and plans to retain his title. In 2022, He is also racing in the Mighty Minis championship, racing classic Minis, and hopes to continue to win back-to-back karting championships until he loses his touch.

"I can't recommend BIKC enough for those who are looking to take on some form of racing" notes Sam. "It's where almost all F1 drivers start and it's just so affordable for what it offers. The amount you can learn, the fun you can have, and the prizes you can win are all incredible. BIKC allows drivers to see how they compare against the best in the country and gives them a target to improve on their previous result. The first step is wanting to get involved - the second is just do it!"

"BIKC is the largest, most affordable and accessible motoring championship in the UK", adds Dominic Gaynor, CEO of TeamSport. "As the European leader in Indoor Karting, TeamSport has a huge ambition to inspire and engage the future generations of motorsport enthusiasts."

"The personal satisfaction gained from simply being part of this National event is the biggest prize of all for so many entrants. New skills are attained, confidence developed, friendships are formed and a passion for motorsport is cultivated, helping to foster the longevity of our sport."

"From the thousands that enter the five different categories, 175 are crowned Local Champions, 45 will become Regional Champions and in November, five TeamSport customers will be crowned as a British Champion."

"In addition to taking that prestigious title, there are prizes valued at over £20,000 for the podium winners. Prizes are provided by headline sponsors Total Karting Zero and Club 100, both of which are instrumental in developing these talented drivers as they take their next step forward into Outdoor Karting."

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KEY DATES

Qualifying: 1st June-31st August 2022

Local Finals: 14th-15th September

Regional Finals: 1st-16th October

National Finals: 5th-6th November

CATEGORIES

Cadet: 8-11 years

Junior: 12-15 years

16+ years: Lightweight / Middleweight / Heavyweight

The BIKC draws competitors from all over Great Britain

To register your interest in the 2022 BIKC, click [HERE](#)

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NEWS IN BRIEF

UK Motorsport Charities

BRDC Motor Sport Charity

The BRDC Motor Sport Charity, formerly the BRDC Benevolent Fund, was established in November 2000. Following the 2006 Charities Act the Fund extended its reach to include the wider motorsport community. In early 2018 the fund re-launched as the BRDC Motor Sport Charity.

www.brdc.co.uk/BRDC-Motor-Sport-Charity

Grand Prix Trust

For over 30 years the Grand Prix Trust has provided support for Formula 1's unsung heroes, helping team personnel, trackside or factory-based, to put their lives back on track when things go wrong. The Trust has helped members from the golden age of Moss, Brabham, and Clark right through to those left distressed by more recent team closures. In 2016 it was renamed the Grand Prix Trust and its aim is to be there for those coming into the sport tomorrow, as well as those who served it with honour in the past.

www.grandprixtrust.com

Mission Motorsport

As part of the MoD's Career Transition Partnership, the charity helps those leaving the military to find employment in the automotive industry. An Institute of the Motor Industry and LANTRA training provider, Mission Motorsport's Training Wing delivers a range of qualifications including Level 3 Diploma courses and full apprenticeships.

www.missionmotorsport.org

BMSTT

The British Motor Sports Training Trust has been supporting safety and training related initiatives in four-wheeled motorsport through a series of grant aid programmes, targeted according to identified need, and reviewed every year. During the Covid-19 pandemic, the British Motor Sports Training Trust has continued to support the volunteers, providing grant aid to assist Rescue Units, Stage Safety Units and Recovery Units to resume their safety-related roles as the sport progressively resumes. www.bmstt.org

FUNDRAISER FOR UKRAINE

In solidarity and support of the Federation Automobile d'Ukraine (FAU), Motorsport UK has launched a fundraising campaign to purchase an armoured ambulance, endorsed by the Ukrainian Ambassador and Embassy, on behalf of the UK motorsport community.

Motorsport UK is showing its support through a centralised funding page, available [HERE](#), with a fundraising target of £100,000. To support the campaign, the Motorsport UK Board, Chaired by David Richards CBE, has pledged the first £25,000.

Motorsport UK will donate the money raised to the Ukrainian Embassy who have agreed to use it to purchase a Pinzgauer Ambulance, a 6 x 6 vehicle with the highest levels of armour to deflect sniper attacks, IED's and artillery shrapnel. The vehicles are produced by UK based Venari Group, a manufacturer of special vehicles. The vehicle will be equipped with necessary medical supplies and delivered to Ukraine.

Motorsport UK Clubs and members are invited to donate to the campaign [HERE](#).

David Richards CBE, Chair of Motorsport UK, commented, "Motorsport UK stands united with Leonid Kostyuchenko, the President of the FAU, the Ukrainian motorsport community, and the Ukrainian people.

"The UK motorsport community has already shown tremendous support and expressed a firm desire to do even more to help those on the ground in Ukraine."

"We all have a part to play in supporting the people of Ukraine and our colleagues at the FAU. Providing the Pinzgauer Ambulance through a collective fundraising effort by the UK motorsport community will act as a small gesture of our support to a nation in need."

How Clubs can get involved

From Trials and AutoSOLO's to Navigational Rallies and Touring Assemblies, there's plenty coming up with Motorsport UK's 700+ clubs actively preparing and delivering great motorsport.

Clubs are invited to contribute to Motorsport UK's fundraising campaign in support of Ukraine. There are so many ways to raise money for this campaign and help likeminded motorsport enthusiasts in Ukraine.

- At your next club social, organise a Charity Race Night or a Quiz Night and take the bragging rights
- Hold a Sweepstake for your club racing event or for any motor racing event whether that's BTCC, F1 or W Series
- Hold a Charity Auction at your next club event



Clubs are encouraged to run events in support of this fundraising programme



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LATEST NEWS

MY FIRST HILLCLIMB

Paul Holmes shares his first step in motorsport

"This was an itch that has needed to be scratched for a long time", says brand new competitor to Sprinting and Hillclimbing Paul Holmes. "As a family we had been going to Gurston Down for the last 10 years, and I really wanted to have a go as well. I signed up to the Prescott Driving School, but it still took me another eight years to finally find myself and the car parked up at Gurston on Good Friday all set to compete.

"The Alfa 75 was obviously not a competitive car – even more so with me driving it – and so any form of handicap was appealing. Those early chats convinced me that Classic Marques was the way ahead.

"The guys around me were hugely supportive which was hugely appreciated. Scrutineering came and went. A couple of points and I was good to go.

"Driving up the hill? Well, it flew by in a flash and trying to remember what I'd done was not easy, particularly in the post 'I didn't crash' euphoria! First run done! The little strips

of time print outs really helped to focus in on what was going on, and after the second practice (an improvement all round), and with a little bit of application, I managed a small improvement on each run. My only regret being that there were only four runs and that I hadn't entered for the Sunday."



More details on the Classic Marques Speed Challenge, [HERE](#)

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SCOTTISH RALLYING CONFIRMED UNTIL 2030

Landmark agreement for rally and motorsport events

Motorsport UK and Forestry and Land Scotland (FLS) have finalised a landmark agreement that lays the foundation for rallies and other motorsport events to continue on forestry land in Scotland through to 2030.

Under the agreement, Motorsport UK member clubs can continue to request permission to organise rally and motorsport events and practice sessions on access roads and tracks within the FLS estate. In addition, Motorsport UK will be permitted to carry out training sessions for event officials and marshals.

Furthermore, FLS and Motorsport UK will work together to ensure that events are aligned to Motorsport UK's Sustainability Strategy to make certain there are no adverse impacts on the environment.



Scottish rallying remains in the forests until at least 2030

Motorsport UK has an ambitious Sustainability Strategy to support the organisations operations as well as members, clubs, and the wider motorsport community. Initiatives include the development of a carbon calculator tool to help clubs calculate their emissions, as well as promoting sustainable fuels across rally events and all motorsport activities.

Hugh Chambers, Motorsport UK CEO, commented, "Scottish rallying is steeped in rich heritage, and we are delighted to announce a long-term agreement with Forest and Land Scotland.

"We are committed to maintaining this heritage and look forward to working with FLS in the future to bring motorsport to the Scottish forests through to 2030.

"Motorsport UK has an ambitious Sustainability Strategy, and we are supporting our member clubs to ensure they are equipped with best practice in environmental sustainability to safeguard the UKs forests and reduce the footprint of our events."

Motorsport UK member clubs wishing to run rally or motorsport events on FLS land are requested to contact the Forestry Liaison Officer as published in Appendix 5(a) of the Motorsport UK Yearbook.

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PETER GAYDON



Peter Gaydon has died at the age of 80. A well-known racer in the 1960s, he started out in Clubmans in 1964 before moving up to Formula 3 in the late 1960s. He became a regular in Formula 3 around Europe and later moved into Formula 2 before switching to sports cars and then establishing Motor Race Consultants (MRC) which helped teams and drivers organise race entries around Europe. At the same time, he worked as an automobile company executive with the Rootes Group, and in the 1980s was CEO of Aston Martin Lagonda. MRC began to organise its own races and ultimately ran the Macau Grand Prix for many years.

Gaydon was heavily involved in the BRDC and was a committee member at the age of 30. He was also a member of the British Automobile Racing Club council and became the managing director of Donington Park, playing a major role in establishing Tom Wheatcroft's re-born circuit. He was also the BRDC's Race Director from 1997-1999. From 1993-2000 he was a director of the Silverstone Racing School and ran the Croft circuit until 2006.

Produced with the assistance of the British Racing Drivers' Club

Peter's racing career began in 1964 at Silverstone in a U2-BMC Mk 2 with which he went on to win the 1-litre class of the inaugural Clubmen's Formula championship, sponsored by the celebrated off-shore Radio Caroline in 1965 and was sufficiently encouraged to invest in a Lotus Type 23 for the following year. He also regularly raced a friend's Hillman Imp. The up to 1150cc sports-racing category was still very competitive in 1966 despite a general drift by aspirational young drivers towards 1-litre Formula 3. Peter was a front-runner among the 1150s with the Type 23 and was able to join the F3 trend a year later with a year-old Brabham BT18. Among the massive grids which F3 attracted in the late '60s, Peter stood out as a young driver to watch. He took a dominant win in a non-championship race on the Silverstone Grand Prix circuit and his other results were so impressive that he was selected for one of the Grovewood Awards.

Peter stayed mainly in Formula 3 – with a Titan Mk 3 in 1968 and a Tecno TF69 in 1969. Highlights were third places in both years in the Grand Prix des Frontières at Chimay and a second place to François Mazet at Zandvoort in '69. A move up to Formula 2 came in 1970 when he joined Bob Gerard Racing for several European F2 races, with a best result of seventh place at Hockenheim in a Brabham BT30. For the next three years, Peter contested various sports car events – in 1971 with Ed Negus in a Martin M8 and in 1972 in John Gray's Chevron B19. By then, however, MRC was in full swing, so Peter concentrated on the business. He did return to the cockpit while in the USA in the 1980s, competing in various historic events in a Jaguar D-type and Aston Martin DB4GT among others. In 1985, he won the <Road and Track> Manufacturers' Cup.

Even after his race-driving days were over, Peter remained very much part of the UK motor racing scene, contributing in a calm and reassuring manner the benefits of his experience on both sides of the fence. Living near Silverstone, Peter was a regular visitor to the BRDC Clubhouse and often asked pertinent questions at AGMs. To his wife Stevi, and to his family, the BRDC offers its most sincere condolences.

NEWS IN BRIEF

Stage grillers

Grill and smoker brand Masterbuilt has joined the Motorsport UK British Rally Championship as Official Partner. The Masterbuilt team will be present on a selection of championship rounds this year with its range of barbecues and smokers. Rally fans, drivers and volunteers can sample the intense flavours and succulent foods that can be produced by the range of charcoal cookers.

REIS Cover BRC

Specialist insurance experts Reis Motorsport Insurance has signed up to the Motorsport UK British Rally Championship as Official Insurance Partner for the 2022 season. Across all levels of motorsport, Reis Motorsport Insurance has an enviable background in the sport with a knowledgeable and dedicated team of enthusiasts helping a wealth of customers with their insurance needs.



Fans of Britain's FIA Formula 4 series can now vote for their 'SACRED Moment of the Weekend' to recognise outstanding achievement from the stars of tomorrow. SACRED is fuelling the championship's new Race Centre, the hub of operations at each of the ten British Touring Car Championship race weekends.

First lady of TCR

Jessica Hawkins became the first British woman to take overall victory in a touring car race, the Area Motorsport by FastR driver taking her CUPRA TCR from second on the grid to win the race just under three tenths of a second ahead of Max Hart at Oulton Park on Easter Monday.



BARRY MORRIS

It was with deep regret that I learned of the death of Barry. Barry and his wife Juliet were part of the HSCC team of volunteers for many years in Race Control. Words cannot express the immeasurably valuable work he did, and his dedication and knowledge delivered with good humour was essential to the safety of an event where he inspired all those who came to know him. On behalf of the HSCC we offer our heartfelt condolences to Juliet and the Family.

Andy Dee-Crowne, HSCC

All of us at MSVR are enormously saddened to hear that Barry Morris, a long-standing part of our motor racing family passed away. One of our loyal volunteer officials, Barry was a key member of MSVR, and an integral part of the club's race weekend operations across the country from our inception in 2006.

Barry was hugely well respected, not only by his fellow officials, but also the racers out on the track. There's no doubt that his friendly-but-fair approach to clerking was instrumental in the resurgence of the MSVT Trackday Trophy and the success of its sister series, Trackday Championship, as well as EnduroKa, where he took an active role in balancing that series' competitive but fun environment.

Barry's influence was keenly felt within the paddock, ensuring that regulations were duly upheld while remaining a popular figure within the community. His influence within the sport reached far beyond just his role with MSVR though. Indeed, after a lifetime in the sport he was hugely respected not just in circuit racing, but also in rallycross and sprinting, with a wealth of experience working for the BRSCC, HSCC, Lydden Hill and the Borough 19 Motor Club, among others.

Barry's passion, enthusiasm and love for the sport will be remembered by all who worked with him at MSVR.

SUSTAINABILITY REPORT

As Motorsport UK continues in its journey to net-zero, we want to keep you updated on the various ways the motorsport community at large is helping to make our sport more sustainable.

That is why we have created the Motorsport UK Environment Page exclusively for *Revolution*, so you can stay abreast of all the latest updates and read more about some of the unique and insightful environmental news.

ROKiT British F4 adopts sustainable racing fuel

The ROKiT F4 British Championship certified by FIA has adopted Carless' sustainable racing fuel as part of a new partnership.

The move to sustainable fuels aligns with Motorsport UK's Sustainability Strategy which outlines its commitment to tackling climate change and targeting a net-zero carbon footprint. Further information on Motorsport UK's Sustainability Strategy is available [HERE](#).

Britain's FIA Formula 4 series has mandated the use of Carless' Hiperflo® R20 performance fuel across all the new-for-2022 Tatuus T-421 cars for a three-year period, starting with the upcoming 2022 season. The fuel itself contains a total of 20 per cent renewable components, comprising 15 per cent second-generation ethanol content and five per cent of renewable hydrocarbons. This allows for an up to 18 per cent reduction in the emission of greenhouse gases when compared to current pump fuel, lowering the subsequent impact on the environment.

As well as helping to reduce the championship's carbon footprint, the mandating of fuels also supports the equalisation programme to ensure parity of performance across all competitors in a 'driver talent-led' formula.



Porsche commits to eFuel production

Production of eFuels from hydrogen and CO₂ using wind energy is expected to start in Chile in mid-2022. These electricity-based synthetic fuels allow combustion engines to be operated in a potentially almost CO₂-neutral manner.

"eFuels make an important contribution to climate protection and complement our electromobility in a meaningful way," says Barbara Frenkel, at Porsche AG. Porsche has been researching the use of renewable fuels for some time. Tests in the laboratory and on the racetrack are proceeding successfully and initial plans are to use the eFuel from Chile in motorsport flagship projects.

Low Carbon Fuels for Dakar

Coryton has developed the second-generation biogasoline used by Prodrive in the Dakar rally. The fuel was a direct drop-in replacement for the fossil-based original and offered the same engine performance but with Green House Gas (GHG) reductions over of 80 per cent. This saved over 28 tonnes of CO₂ during the event, this sustainable fuel will be used for the remaining rounds of the series.

BASIS

Sustainability in Sport

Next week at the Principality Stadium in Cardiff the British Association for Sustainability in Sport (BASIS) will be holding its Annual Conference. Motorsport UK will be presenting at the Conference alongside multiple other organisations, as we collectively work together to deliver a positive environmental impact for sport at every level. You can find out more information at <https://basis.org.uk/event/basis-annual-conference-17th-may-2022>

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A TASTE FOR MOTORSPORT

If your club is looking to entice new members and grow its numbers, you are motorsport fan looking to get into the action, a Taster event could be just the ticket by Will Gray

Taster events are an underused tool on the UK's motorsport scene, with unique permits that help clubs to overcome some of the barriers to entry that can stop newcomers trying out the sport or a new discipline within it.

Many clubs grow their membership through natural progression, with existing members drawing in friends and relations or new members attracted by word of mouth. Even then, however, turning this influx into membership can be tough.

Taster permits are designed to make it easy to run entry-level grassroots Clubman events that are fully open to members of the public and non-club participants, without the need for them to sign up and commit.

Motorsport UK Competitions and Clubs Manager Simon Fowler explains: "Taster Events have been around for the last 10 years but are hidden in the regulations and unless you go to bed with our good book you may not be aware of them!"

Taster permits cover a wide range of disciplines including 12 Car Rallies, Navigational Scatters and Navigational Rallies; Sporting Trials and Car Trials; AutoSOLOs, Autotests and Production Car Autotests (PCAs); Untimed and Tyro Cross Country Trials; Classic Reliability Trials and Veteran Car Runs.

Fowler adds: "For many, the thought of joining a 'club' is a massive barrier and people today want to 'pay and play'. Taster events allow them to do just that. They really need to be run and promoted by clubs every year."

Removing the barriers

The South Hams Motor Club is one of a number of clubs to have run their first Taster events this year. An Autotest, held in January, it was the most successful and most well attended Autotest the club has ever run.

"The Taster approach appealed to us greatly because it meant we could attract people from outside the club and let them experience what we have to offer," says the club's grassroots coordinator Shaun Layland.

"So many people messaged and called me asking 'do I need a club membership?' and because it was a Taster Event, I was able to say 'no, all you need is a car and a free RS Clubman license'. It allowed us to open it up to so many people."

Layland says the event attracted a wide range of people, including track day enthusiasts and spectators who wanted to have a go themselves, most of which had never participated competitively or been in a motor club environment before.

The club runs a wide range of events through the season, including 12 cars, Road Rallies, Autotests, AutoSOLOs, Stage Rallies and even has plans for a Targa, but Layland believes an Autotest is the perfect format for a Taster Event.

"If you go into something like a Stage Rally, Navigation or Road Rally, there is a lot more complexity," he says. "An Autotest takes all that pressure away. It is super cheap, fun, quick, and allows people to get a taste for it. It builds the bug."

Alwoodley Motor Club is another that has recently run its first taster, again an Autotest, and organiser Steve Morten was encouraged by what he saw. "We used it a bit like a practice day, so anyone could come and try things out."

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“It worked well. You talk to a lot of people, and you say ‘Autotesting’, and they haven’t a clue. Then you say, ‘driving forward and backwards in a car park’ and they don’t realise how quick we actually do it – until they see it for real.”

Drawing the crowds

The Farnborough District Motor Club (FDMC) has been running Tasters for the last six to eight years. One of the larger clubs in the South of England and a former ‘Club of the Year’ winner, it has had some impressive success.

It typically uses its Taster permits to take things outside the box, teaming up with other motorsport clubs and events in its area to run sideshows to major motorsport attractions.

“Typically, we don’t put on a taster event discretely on our own, because we would have to do a lot of marketing to get people there,” says FDMC Competition Secretary and former Chairman Simon Taylor.

“We piggyback on bigger events because your target audience is already there. You just need to decide where your market is. We go to Shere Hillclimb, the British Motor Show, and Brooklands. At Shere Hillclimb, for example, we will be busy all day long, cycling through maybe 50 to 70 people.

“If there are people who are enthusiastic about motorsport going to watch an event and they see club motorsport going on while they are there, they often go ‘crikey, I could do that.’ That is the sort of strategy we use.

“For example, if there was a race meeting at Thruxton it would be a good idea for a club to run an Autotest in the corner of the car park. Not in the far corner, so it is out of the way, but somewhere with a high footfall.”

South Hams used a similar tactic, but ran its AutoSOLO taster at its biggest event of the year, a testing day, with the aim of capitalising on the large audience already in attendance.



A Taster Event can be a new way to enjoy your classic car

“That event is always oversubscribed, so by allowing it to be a Taster Event rather than an in-club event, people can come and do an Autotest on the Taster permit without worrying about the extra cost of a club membership.

“I would recommend this approach to any club. If you do a big social barbecue every year, for example, just run an Autotest alongside; or do a treasure hunt with an Autotest at the end. It’s the perfect way to get people involved.”

Alwoodley, meanwhile, took a different approach with a stand-alone event, and Morten explains: “We are more looking at people already interested in Autotests and promote via local clubs. That is who we are trying to get to.”

How to succeed

One of the keys to a successful Taster Event, as would be expected, is creating a welcoming atmosphere, and making people feel as comfortable as possible, whether it is their first time in a car, or they are using it to test new techniques.

Taster permits for PCAs also open the door to passenger rides, which can be an excellent first approach, and Taylor says: “We can give them a ride, or they can drive, and we can passenger with them and help them go the right way.

“Generally, if someone is nervous about doing it, they are not going to get in the car or even get in the queue to start with. If they do need some encouragement, we just tell them to scream if they want to go faster!”

Sometimes it can be surprising what can give first timers the biggest thrill. A person might look at a Nissan Micra going around a car park and think ‘hmm, not sure about that’ but once they have experienced it, it is a different matter.

“That is a good analogy,” says Taylor. “We had a guy come to Brooklands once and he went out in a BMW with someone that does rallying and can drift it very easily and it was very exciting for him.

“Then he went for passenger ride with another person in a Micra, and when he stepped out, he went ‘my gosh, I could do this’ and two weeks later he went and bought himself a Micra. That is what we are appealing to.

“In fact, we had somebody come once who did not even have a ride or drive, they just saw what was going on, spoke with a driver and said, ‘I want to do this’ and they took their car and entered an event the following weekend.”

Taylor’s tips to running a successful Taster event include selecting the right club members to take part – “quality drivers, not showboaters” – and involving young members and female members to help reach the widest demographic.

>>>>>

How a Taster Event tempted me into motorsport

I like cars and I had been aware of the club but didn’t know much about them. I had been thinking of getting a kit car and in late 2019 I went to Brooklands with a mate. We saw this demonstration going on – sign-up for a ride to go racing around this mini-Gymkhana set-up. I thought it looked pretty cool, so I went over to have a look. There were a couple of cars that caught my eye, one of which was a Sylva kit car, so I got chatting to some of the drivers. There was a 19-year-old lad there by the name of Charlie, who is reasonably well known in grassroots motorsport and social media. I signed up for a ride, and he took me out in his brother’s BMW 318. I remember him saying ‘sorry, I haven’t driven this car for a while so I might not be any good’ and he absolutely made the thing dance, it was hilarious!

I thought ‘that’s great fun’ and I started chatting more to them afterwards. I could not believe how young but talented some of the drivers were. I thought ‘that’s good, it obviously appeals to lots of ages’, and I was also struck by how family orientated it was – including lots of dads and daughters, which caught my eye because my daughter had just been born. I got talking to a guy called Brian who had a Micra, and he took me out in that. I realised how quick and how much fun it was, and the clincher was he told me the price. He said he bought the car and put some suspension on it for about £700 and it is £40-50 per AutoSOLO; the Micra was his daily driver too. My jaw dropped. You think of motorsport being inaccessible, and I thought ‘Wow, this is totally affordable.’



Mike bought a Micra for £400



The whole kit car thing dropped out of my mind, and I thought ‘hang on, you can’t drive like this on the road, this is a way I could build on my interest in driving.’ I had lost my mum earlier in that year and it made me realise life is all about experiences and memories. So, after that motorsport day, I went along to the club’s ‘Autumn Antics’ event, which is a forward-facing Production Car Autotest, and what caught my eye that hadn’t at Brooklands was there were 14- and 15-year-olds, driving with their parents, and I could completely see my kids getting into it as well. I think I saw the first five cars go out and went ‘I’m in!’

I signed up to the club there and then and within about an hour I was on Autotrader seeing what I could get. Four or five months later, I was on Facebook Marketplace and bought a 1996 Nissan Micra 1.3 for about £400 and I got involved from that summer onwards. At the start you are all quite excited, but then you go ‘actually, this is a bit nerve wracking.’ I had never done this before, so I decided to try to get some experience and did some driver training. It was about the price of a track day and very accessible. That built my confidence, and I went and did my first event, back at Brooklands. I haven’t looked back since.

Mike Smith, FDMC member

FDMC also works with other clubs to help run its events and brought in assistance from far and wide – including Basingstoke, Bognor, and Kent – for its Taster at the British Motor Show last year.

Running a safe event is also important and for a PCA that includes having a suitable runoff area, ensuring any children taking part are over 1.35m high, signing disclaimers and insisting on long sleeves being worn in the car.

One important thing to bear in mind, however, is to know your venue and manage expectations accordingly – something that caused an issue for South Hams at its inaugural event.

“We had so many people that we planned for four tests but could only do three because of the time curfew on the venue,” says Layland. “As a keen competitor it can be disheartening to lose a test because there is so many people.

“It is a nice problem to have, but in future we would probably limit the numbers a little bit, but that comes from experience. You do not know the maximum that would work comfortably until you have done an event.”

Keep it simple

Often one of the toughest challenges in running an event is spreading the word. Piggybacking on another event can help, but valuable time should still be spent ensuring an awareness of the event across as many channels as possible.

“Publicise it as much as you can, wherever you can,” says Layland. “I promoted it across social media platforms, various motor club platforms, and predominantly it was myself pushing and creating the content and posting it out there.

Tasters are open to all types of cars and drivers

“Facebook was the biggest help because I was able to put it in the local spotted pages or local car enthusiasts’ groups and we certainly gained a lot of people through doing that.”

On the event itself, it is crucial to keep it simple – and that is an important aspect to consider when planning a Taster Event, whether the attendance is made up of complete rookies or drivers who are experienced in the discipline.

Morten, with his friend Phil Chapman, set up the Autotesting UK Facebook page to learn what people want from that type of event and he says: “We found out a lot of people find the tests too difficult to remember.”

This is something that also became apparent on the Alwoodley Taster Event, and Morten added: “We put our normal two tests on and just let everyone have a go and if they wanted to just try out just one manoeuvre they could do.

“In future, it would be good to do something with championship manoeuvres in, but not as complicated. We would set up one easier test for people to have a go at and in the other area have different manoeuvres that you could just practice.”

South Hams took a simpler approach at its event, borrowing a method from the set up of a traditional AutoSOLO to help those who were unfamiliar with course recognition to have a go without the fear of going in the wrong direction.

“We put some smaller cones on their side, so participants just had to go to the correct side of the cone,” says Layland. “It was simplified, but not too much. We also did it all forwards because that allowed us to add some juniors.”



The Nissan Micra is a popular first-car for new competitors

Layland also recommends keeping the paperwork down if you want to attract more people to take part. “Simplify it and don’t make the entry system complicated,” he explained. “It just makes the whole day a lot easier.

“We used a simple entry form that people filled in on the day and we encouraged them to do the license before, although they could fill it out on the day, and we would help them complete it online. No pressure beforehand, no pressure on the day.”

Most people want lots of information, so developing a Q&A sheet of probable questions and sourcing the answers ahead of the event is a good plan, as it can help the club show its professionalism and that in turn inspires confidence.

The end goal

For most clubs, the result of a successful Taster Event is more member sign-ups and Layland says South Hams certainly ticked that box, gaining “a lot of members” through its first attempt.

“A lot of the people who decided to join up on the day have since gone on to do other Autotests,” he says. “They are now part of the club and take part in the social aspect and are gaining experience in different disciplines.”

It does not always work that way, however, and while those who choose the piggyback route may reach out to a higher footfall, it is possible they may find a lower return in overall sign-ups.

Taylor believes that simply getting people involved is an important start, however, and explains: “I was told once by a former Motorsport UK chairman that you need to connect with people three times before they get engaged.

“We run Tasters as ‘awareness sessions’ and do not actually sign-up members on the day. We need to know they will

come back another day, so the outcome is to then invite potential members to our next event.

“If we put on a Taster Event and people have a go, even if we don’t see them again, we’ve connected with them once,” he adds. “Next time they might see us on TV or in a magazine. Then they will go ‘gosh, this is everywhere; I really need to join up’.

“I think around 10 per cent of our club membership must know us because they saw us at the Shere Hillclimb, for example, because we go there every year and do those types of events.”

While many of those who Taylor encounters at a Taster event see the positive opportunities, he says that the two familiar barriers that often come up are cost and location.

“People who say ‘oh, it’s too expensive’ need to get that out of their head, because it is not,” he says. “And when people say ‘oh, I don’t live near here’ we explain that there are clubs all over the country.

“We say to them, ‘that’s okay, you might not live here but where do you come from?’ and then I can then tell them what their local club is and suggest they get in touch. We just need to know the other clubs that we can help.

“I think every club could benefit from running a Taster session, but people should also think about what events the club is running in the near future that they can invite people to from the Taster Event.

“We are not precious about which club people join, they just need to join a club and get involved in motorsport and start having fun, be that racing, helping others to prepare cars, mend cars, officiate, marshal.”

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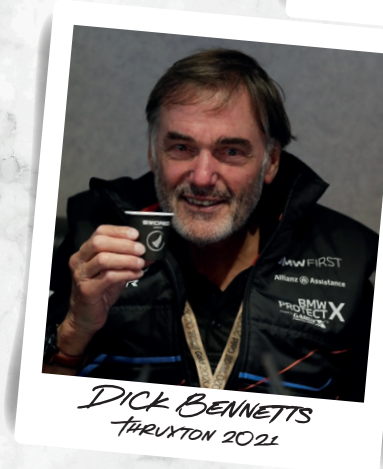
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BMW M: CELEBRATING A LEGEND

The BMW M Division turns 50 this month. *Revolution* celebrates the anniversary of this iconic brand and club racing favourite by speaking to some of those who know it best by Will Gray

Over the last half century, the Motorsport division of BMW has produced some of the most iconic cars to have graced the racetracks and rally stages of the world.

The origin of this famous 'M' is commonly accepted to be May 1972, when 35 employees were united in a department at BMW and told to develop new enhanced models of the existing road car fleet, specifically for the racetrack.

The first racecar from the group appeared a year later, the BMW 3.0 CSL. It was signified by a unique logo with blue, purple, and red semicircles set around the standard BMW emblem, eventually replaced in 1978 by the classic three slanted stripes that live on to this day.

It was a mighty first effort, a high-power modification of the BMW E9 Coupé, and it won the 12 Hours of Sebring in 1975, the 24 Hours of Daytona a year later and three class victories at the legendary 24 Hours of Le Mans race – and so began the legend of the M, both on and off the track.

"That image, that speed, watching the race cars winning, it just sucks you in," says BMW aficionado Neil McDonald, who is now organizer of the BMW Car Club Racing Championship (BMWCCR). "As a kid, you are very impressionable, and I remember seeing adverts of E24 M6s in the local newspaper. It was *the* car to have."

>>>>



The BMW E30 is a popular choice throughout club-level motorsport



The 3-Series has also appeared in the Motorsport UK Drift Pro Championship

“The E30 – and the ultimate M3 Sport Evolution – it is unmatched”
Frank Synter

By the mid 1980s, the department had grown to 400 employees and the M had become a marketing marvel, but also a true racing icon across Europe and the world. That was the dawn of what many hail as the greatest ever car in the M garage, the E30 M3, a car that is still raced today by club competitors across the country.

McDonald continues: “In terms of the greatest ‘M’ moments, you’ve got to talk about Steve Soper winning at Spa in 1992; Frank Synter, who raced and rallied them; and Patrick Snijers in Rally. Just search for Snijers and Manx Rally on YouTube and listen to the commentary by Steve Rider. If you have done any motorsport at all, it will send a chill down your spine.”

“It just snowballed from there. In British Touring Cars, there was the famous race when John Cleland and Tim Harvey were battling and Soper won the race; then in the modern era there’s Colin Turkington, the E90 and the 1-Series. Different generations, all brilliant drivers of their era.”

A Born Racer

Over the 50 years, the M brand has become a valuable marketing tool for BMW, with thousands of road cars developed for performance or given an M Sport badge designation to define improved specifications. The first for the road, the 3.5-litre wedge-nosed E26 M1, was launched in 1978, but the more classic shape took form as the E12 M535i and evolved into the legendary M3.

“I remember the M division being launched,” says BMW Racing Drivers Club (BMW RDC) president Trevor Ford. “I am just coming up to 71. I have worked on lots of different cars, and I think people love the M because of the icon it has become and also because it is the best. I think it’s a bit of both.”

The M3 Series – the E30, E36 and E46 – have now become some of the most popular cars in British club circuit racing, and in the Khumo Tyres sponsored BMW RDC Championship run by Ford’s club, 75-80 per cent of the cars on the grid are M-Series machines, being pushed to their limits race after race.

Why are they so good? “It’s because people can work on those cars for a nominal amount and progress with upgrading of the suspension, upgrading the engine and mapping it,” says Ford. “It has become a very reliable motor car when it comes to motor racing.

“Any BMW can enter the series in the lower classes, but when you come up through class C, B and A, they are mostly M-Series cars. The M3 E36 3-litre is becoming a very rare car now because it is very hard to pick up the 3-litre engines, so the 3.2 engines are the most favourable.

“About five years ago, we introduced slick tyres to the championship for Class A, B and C, 18-inch, and 17-inch, and that has proved very successful for the E46 M3s. In our first race of the season this year, the top guys were going around Brands Hatch Indy circuit in 50 seconds.”

Ford says people can get on track cheaply in the BMW RDC Championship, with a car costing around £5,000. To compete at the front in Class A, however, he adds: “you are more looking at needing £45,000 to £50,000.”

The aforementioned BMW RDC Championship is also packed with classic M-Sport machines, and McDonald adds: “The M-powered cars are in our top classes, M2, which is for standard cars, and M1, which is where people start to spend some serious budget! We try to control that on power-to-weight, though, so if they modify it a lot, they just get added weight!

“We have another three-race championship this year called ‘open race’ which is just as it says. It is open to all sorts of modifications and allows sequential boxes, slicks, anything you want. We spent 3-4 years telling some people they cannot come and race with us because the regulations were that tight, so in the end we decided to try this and see what happens.”

Quick out of the box

Part of the beauty of the M3 as a competition vehicle, particularly the E30, is the fact that it is fast out of the box, with no need for modification. “A lot of the original parts are adequate for racing,” says McDonald. “The car is well balanced with 50-50 weight distribution, the roll centre is good, the build quality, the strength, the handling: it’s all good, straight out the box.

“From a racing perspective, we always tell people BMW spent millions of pounds developing these cars and evolved them, so what’s wrong with the standard parts? They already built a good car, spent a fortune developing aero, performance and reliability, and that’s where they win out.”

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Privateer racer Alex Elliott is the lucky owner of a garage full of M-Series vehicles, including three original CSL racecars from the seventies, a Group 5 320 E21, an M3 DTM car and “a few other things.” Having worked for BMW since 1975, he started to race in the mid-80s and has done so ever since.

“If you were going to have one car, without any doubt, an E30 M3 would be the one to have,” says Elliott. “They are kind of bulletproof really, almost maintenance free, they are very easy to drive, very reliable, fantastic engine, you couldn’t want anything else from a race car really.

“Things change and the thing with the E30 M3 is it was before all the computer technology. That came along pretty soon after and if you are a hands-on person who wants to look after your own car it gets a bit complicated. That is why they are so popular and go for so much money these days.”

It is not just on the track that the M-Series, and in particular the M3 models, are hot property. In their day, they were also successful on the rally stages too, and these days motor clubs across the country see them appearing and enjoying success in all sorts of different events.

“People sprint them, hill climb them, do Autotests, Targa rallies, they work for every type of event,” says McDonald. “I was at a meeting many years ago and met the MD of BMW GB and he said they had done a study and there were more BMWs racing than any other car at that time.”

The M-Series remains an aspirational badge, and its legendary status means the classics do not come cheap. That can limit the entry point for some, but those who know BMW believe

the DNA runs deep. Every M-Sport machine was built from a strong base, after all, and that means it is still possible to have fun in a BMW if you cannot afford that iconic badge.

Greg Graham is the Head of Formula Development at BRSCC and is in charge of the BMW Compact Cup. This one-make series, which is now in its 10th year, is dedicated to the E36-based short wheelbase vehicle that Graham describes as an “ugly duckling turned proper racecar” and is a good entry point for those who aspire to an M-Series.

“The compact makes a stunning little racecar and anybody that has raced one says the same things – it teaches you so much about rear-wheel drive performance,” says Graham. “It is an E36, but it has the same rear axle set-up as the E30 that preceded it. It is a bit of a mishmash of parts, but it improves the car because the E30 rear end was some stunning engineering.



The BMW CCR gird at Silverstone

Jon Elsey

“Although it was not developed through the M programme, it is certainly an aspirational car for those that want to step up into bigger more powerful BMWs. It is a perfect car to learn what rear wheel drive BMWs are all about. It does everything an M3 would do, just without the power.”

Into the future

That legendary power of an M-Series car is something that, in the wrong hands, can occasionally make things ‘interesting’ on the racetrack. These cars, some say, should come with a ‘Handle with Care’ sticker on the side, warning of the potential a new driver has underneath the right foot.

The BMW Car Club series takes this very seriously and McDonald explains: “We require people to have done a certain number of races before we let them in the two top classes. You want to be driving the car, not the car driving you. But that’s the thing about an E30 M3, you can grab it by the scruff of the neck and drive it, so you are enjoying the car.”

As technology has improved, that M power has become greater and greater. The road-going E30 produced 200bhp in 1986. Last year, the BMW M5 CS became the most powerful M engine at 635bhp. At the same time the brand confirmed M’s post-petrol future with its fully electric BMW i4 M50, delivering an eco-friendly 544hp in Sport Boost mode.

“The M badge links to motorsport nicely,” says Graham. “All manufacturers will always tell you their products are better, with different advantages, but BMW has got credibility and history and many, many years of being at the forefront of circuit racing and that continues to be influential to now.”

The M brand continues to race at the front in British Touring Cars, too, with four-time champion Colin Turkington the current poster hero. Carrying the number 50 to mark the M anniversary, he won the first race of the new hybrid era this year in a West Surrey Racing developed car that, although no longer coming direct from the M factory, clearly contains the M DNA.

BMW says it has big plans to celebrate the “heartbeat, the adrenaline and the goose bumps triggered by every BMW M” through this anniversary year. And every club racer who straps into a car with those famous-coloured stripes alongside the BMW logo can thank that original group of 35 for giving birth to a legend.

>>>>>



Colin Turkington won the opening round of the 2022 KWIK Fit British Touring Car Championship with a hybrid BMW

The big 3 M3s – The iconic BMW M cars favoured by Club Racers

Of all the M-Series cars that BMW has produced over the years, the M3 has become one of the most famous and successful tin tops on the planet and three of its different evolutions are now the cars to catch in UK club racing.

E30: The first of a kind

Produced: 1986-1991

Engine: 4-cylinder, with high-speed concept

Power: 200-238 bhp

Jaws dropped when the first ever M3 appeared at the Frankfurt Auto Show back in 1985. A street version of the most successful DTM racing car of all time, it has since gone on to achieve numerous championship successes itself and is now of the most iconic vehicles in BMW M history.

Its origins were as a homologation model, with at least 5,000 road legal vehicles required to be sold and on the roads within

12 months of launch to enable BMW to race in Group A. When it went on sale in 1986, it proved to be a surprising success.

The road car cherry-picked all the best parts in the BMW armoury, including an anti-lock brake system with ventilated discs and stiffer sports-focused suspension and damping. Even the gear stick reflected its racing heritage, with first gear unusually on the bottom left of the stick – dog-leg style to make the shift from second-to-third (or third-to-second) smoother and quicker.

Under the bonnet, the engine was based on the two-litre four-cylinder unit in the standard 3 Series, but it was completely revised. The displacement was converted to 2.3-litres with an integrated four-valve head based on the concept in the BMW M1 super sports car. Despite having no turbocharger or compressor it made 200bhp.

Everything that could be lightened from the standard model was done so, with front and rear bumpers, side skirts, boot lid and spoiler all made of plastic. The C-pillar was flatter and wider than on the two-door 3 Series, too, to give improved aerodynamics. Meanwhile, the wider wheel arches and iconic rear wing made it look, well, pretty racy.

Over the following five years, advances in performance saw some models gain 20bhp along with a modified spoiler and limited editions including the Europameister, Cecotto and Ravaglia celebrating successes on the track. In 1990, the M3 Sport Evolution was released. Just 600 cars were made and its F1-inspired 2.5-litre engine pushed out 238bhp.

On track, the M3 became even more of a beast. In 1987, the racing version in the inaugural

World Touring Car Championship created 300 bhp, upped to 360 bhp by the time it retired. It won the World and European titles, the DTM, Nurburgring 24-Hours and national championships in France, Italy, and the UK. It was, BMW claims, the most successful touring car ever. Full. Stop.



Newspress

Stars of the cars

Frank Sytner, Tim Harvey, and Colin Turkington span three generations of BMW M Touring Car drivers. The trio discussed their relationship with BMW in the BMW Car Club's 'BM Wednesdays' podcast. These are some of the highlights:

Building a BMW relationship

Frank Sytner: I was selling BMWs long before racing them. My brother and I were running a used and new car business in the late sixties and in 1970 we took on BMW. At the time, the cars were heavily overpriced and not understood, so it was quite a risk. It evolved it rapidly, the 2002Ti became very successful and so did the 6-cylinder cars and then came the wonderful first 3-Series. That was a massive turning point; the interest in sport and high performance really came into its own. Prior to that, BMW in Europe had been running the fabulous Batmobiles, but in the UK the only events for those were rounds of the European Touring Car Championship. From the mid to late 1970s, the germ of an idea was 'how wonderful would it be to be successful in a BMW with the Sytner name sitting on the side?' It was just the logical thing to do. As things turned out BMW started to become highly competitive using the 635. You could buy a kit from the factory, a racing 635 with the shell ready to race and build it yourself. Then eventually it moved on to the legendary E30 M3.

Tim Harvey: I left Frank to get on and develop the M3 E30 before I was ready to step into it and succeed! It was the start of 2-litre that got me into BMWs, that was the new formula and would be for the rest of the 90s and BMW was a great choice to go with. It was the logical customer / factory team car. The E30 was a great car to start off in it.

Colin Turkington: I remember my first test in the E90 BMW, and I just knew after the first few laps that this was a potent weapon. The car comes straight from Munich ready to race and ready to win. [But] Tim's car, which I have raced a few times, it is just an incredible driving experience. The thing that stands out that is different is no power steering and just the noise, the scream of that engine. It is just something else. The modern cars do not sound as good and arguably do not look as good.

Development of the M brand

Frank Sytner: I remember seeing the M3 being developed and wondering what is it going to be like stepping from the 635 car, with great atmosphere and noise into almost a purpose-designed circuit car with a small engine. I was wondering 'well, why didn't they make something with a big engine, I like big engines' but the concept was brilliant because it was pretty obvious the future lay in cars people in the street could identify with. The M3 became a precision instrument designed to win.

Colin Turkington: Physically, it is tougher to drive [than modern cars]. I remember racing the car at the Donington Historic and after about five laps I felt like Popeye! My arms were ready to burst! Modern cars have power steering, but one thing that is important is tyre technology has moved on, and suspension, and we have a lot of adjustability, there is just a bit more to play with now. The early cars were more just about driving talent but now maybe there is more engineering going on.

Tim Harvey: The technology ramped up throughout the 1990s Super Touring era. At the start, the E30 was a fairly basic car. It then got more advanced with the 318is then throughout the

1990s even more advanced. So, the driver's element in terms of feedback was just as important as ever, but the options for tuning and setting up the car became vastly more complicated. If you look at a 318is from 1992 next to 2000 spec car, the difference is huge.

Similarity between race and road

Frank Sytner: The E30 M3 really was like the road car. I used to go to all the races in an M3 and getting out of a road M3 and into a race M3, obviously it's different, but I guess there has probably never been an era when a road car vs race car comparison would be so close. Maybe back in the 1960s.

Tim Harvey: Through the 1990s the cars did not really resemble the road cars at all. You certainly would not want to take one to the shop! As time has gone on the cars have got further and further away from their road car equivalents and the car that Colin drives now is a prototype. It resembles the road car but there really would not be many things that look or feel the same.



The 1991 BMW E30 M3 driven by Tim Harvey in the BTCC

Colin Turkington: There is a BMW badge in the middle of the steering wheel, I think the doors, wing mirrors and bonnet are probably the only original features. It's a thoroughbred racecar. That said, I would be interested to put a set of slick tires on a road going 3-Series and see what it feels like, but I don't think I would get it around the corner!

If you had to choose one BMW race car and one BMW road car...

Frank Sytner: It might sound rather boring, but it comes back again to the E30 on track and on road and the ultimate was the M3 Sport Evolution, a 2.5-litre car which I think was designed for the German championship. As a road car, to this day, it is not the fastest car on the road but if you take into everything into account, its feel, its balance, the general aura, it is unmatched.

Tim Harvey: Frank took the words out of my mouth. I never got to race a full DTM spec E30 M3, but they were the crème de la crème of those cars. A road car equivalent, a Ravaglia E30 or something like that, would be absolutely one to love and cherish in the garage.

Colin Turkington: I am going have to pin my mast to the E30 as well. My dad has one and it was the car of his I wanted the most. He still has it and in fact I used it as my wedding car a few years back! I was lucky to drive that 2.5-litre DTM car and it is an incredible machine, so finely balanced and the noise and the fact it is hard to drive, physical to drive, adds another dimension. So, three votes for the E30. 🌀

<https://bmwcarclubgb.uk/bm-wednesdays>

E36: The next generation

Produced: 1992 to 1999

Engine: Inline 6-cylinder engine with high-speed concept

Power: 286-321bhp

There was no holding back once the M-Sport concept had started to fly, and when the next iteration came along in 1992, the car turned eyes with its far more modern design. It was what was under the bonnet, however, that proved to be its most interesting development.

The exterior may have appeared reserved compared to the outgoing model, but it was the engine that this vehicle was all about.



The new 3-litre in-line 6-cylinder unit had a variable camshaft adjustment (VANOS) to optimise the engine for different speed ranges, providing maximum torque at partial and full load. It delivered 286bhp, an unheard-of level for its kind at the time.

Attention to detail on the exterior delivered aerodynamic benefits, with the dramatically shaped M-specific side mirrors specifically designed to reduce pace-sapping drag. The chassis was also lowered by 30mm, lowering the centre of gravity and, therefore, improving the handling.

As with the previous model, BMW did not stand still and an upgrade in 1995, focused on a more powerful 3.2-litre engine, upped the power to 321bhp and took straight-line acceleration up yet another notch. A new 6-speed manual gearbox also helped, while a sequential shift was introduced the following year, well ahead of other cars of the time

E46: Top of the Class

Produced: 2000 to 2006

Engine: In-line 6-cylinder engine with high-speed concept

Power: 343-360bhp

The third M3 in the line, this model appeared at the turn of the millennium. The development centred on a lower weight, high-revving 6-cylinder engine. The company sold a total of 85,000 of the M models during its time, the most successful M model to date.

It matched its predecessors with visually racey touches that provided genuine aerodynamic advantages including widened fenders, side skirts, a modified front apron and even a Gurney flap on the boot to give extra downforce directly above the driven rear wheels.

One of the most iconic features on the car were the chrome gills on the side at the front of the car. These were originally for cooling and ultimately not needed but kept just for the grunty looks they gave the car. The equally grunty engine bulge, however, was required – because otherwise there was no space for the engine air intake that gave it more power.

The 3.2-litre engine may have been based on its predecessor, but it was a different beast altogether, with its high revving concept based on lessons from the racetrack. So good, it won 'Engine of the Year' eight times thanks to its smoothness and ability to deliver maximum performance in various engine speed ranges.



THE CAR IN THE LOBBY

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

Every display car has its own story and through this new content series, Motorsport UK is profiling the cars that pass through the lobby on its website and new Instagram account – [instagram.com/carinthelobby](https://www.instagram.com/carinthelobby)

James Dean – Lotus Mark X

Having had multiple owners from 1955 to 1985, with a variety of chassis and engine modifications, the Lotus Mark X has recently been restored as Dean had intended it to be. The display at Motorsport UK is the first time the car has been seen publicly in more than 60 years.

James Dean discovered motor racing at the same time the public discovered him as a budding young film star in 1954. Having received an advance for his work in *East of Eden*, Dean purchased a Triumph T110 motorbike, which he shortly replaced with an MG TD, which was later traded for a Porsche 356 Speedster.

Dean obtained a California Sports Car Club racing licence and during filming of *Rebel Without a Cause* and he won the F-Production class at the Palm Springs Road Race. During the filming of *Giant*, although the Director had forbidden Dean's participation in motorsport that did not stop him, and he competed in the Santa Barbara Road Race. A piston failure on the fifth lap meant he dropped out and throughout the rest of the meeting Dean spoke to other drivers. After a conversation with Ken Miles (Shelby / Ford Le Mans driver), he decided to buy one of the new streamlined Lotus's.

The highly innovative streamlined, small capacity, lightweight Lotus's giant killing reputation had reached the USA. The streamlined bodywork was calculated by aerodynamicist Frank Costin (whose brother Mike would become the 'Cos' of Cosworth) and gave the cars a 20mph increase in top speed over similarly powered un-streamlined cars. The Lotus was supplied without engine and gearbox so that he could install an Offenhauser engine, as was being used with some success in American sports car races.

It was unpainted since the notoriously indecisive Dean could not decide whether to paint the car or polish it. Unlike the five other Lotus X's, this example did not have the newly developed Dunlop disc brakes, because Dunlop would not allow them to be fitted on exported cars. Dean was tragically killed on 30 September 1955 before he had an opportunity to race the Lotus.

>>>>>

Specifications

Chassis: Steel spaceframe (which only weighs 35kg) with aluminium bodywork
Front suspension: Swing axle (split Ford 8/10) with coil-over dampers
Rear suspension: De-Dion with coil-over dampers and inboard brakes
Engine: Offenhauser, 4-cylinder, 1500cc DOHC, 130bhp
Gearbox: MG TC, 4-speed close ratio.
Weight: 500Kg
Wheels: 4" x 15" 48-spoke Dunlop wire wheels
Race tyres: Dunlop Racing 4.50 x 15 front, 5.25 x 15 rear



The journey of the Lotus

The Lotus was sold to John Timanus who fitted an MG XPAG engine and gearbox. Now painted red, on 23 June 1956 Timanus took the car to the First Running LA County Fairgrounds Pomona Road Race where it competed for the first time. At the Second Running Pomona Road Races on 20 October 1956, Timanus had an accident that saw the nose badly damaged. Restyled for the 1957 season, and fitted with a 1460cc Coventry Climax FVB motor, Timanus finished fifth at Santa Barbara. Looking to increase the performance he supercharged the engine with a Marshal / Nordec Rootes type supercharger.

Raced through the 1958 season with cooling slots added to cope with the power of the engine and the Californian heat, the car was stripped of its paint. Throughout 1959 and early 1960, the car ran with bare bodywork as Dean had originally intended. By July 1960 the Lotus was fitted with new simplified bodywork and a 1098cc Coventry Climax FWA engine and was described as a Lotus Formula 2 by Timanus.

Rebodied again for 1961, Timanus now called the car the Lotus Manx and was still achieving success on the track, securing several overall victories.

In 1962, the Lotus was sold to Stan Peterson who fitted a B.O.P. V8 engine and Corvette T-10 gearbox. Initially kept in bare aluminium, he later painted it maroon and then green. Peterson had some success racing the Lotus but sold it to Preston Hopkins for his son Reilly to race, however he would barely use the car and the engine and gearbox were removed. In 1979 the car was sold, without engine and gearbox to Chris Smith.

In 1985 the original chassis and other components passed to Graham Capel who commissioned replacement Lotus Mark X panels from Williams & Pritchard, who had made the original. In 2000 the project passed to its current owner, who then set about finding an Offenhauser engine as Dean had originally intended fitting and commenced a rather lengthy restoration.

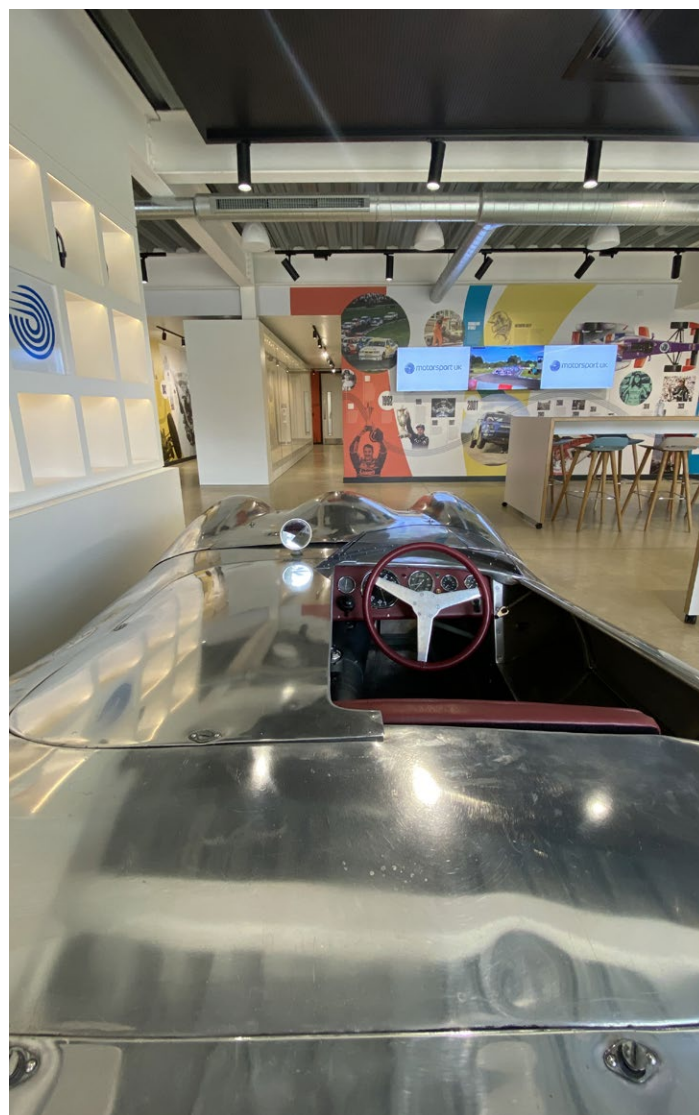
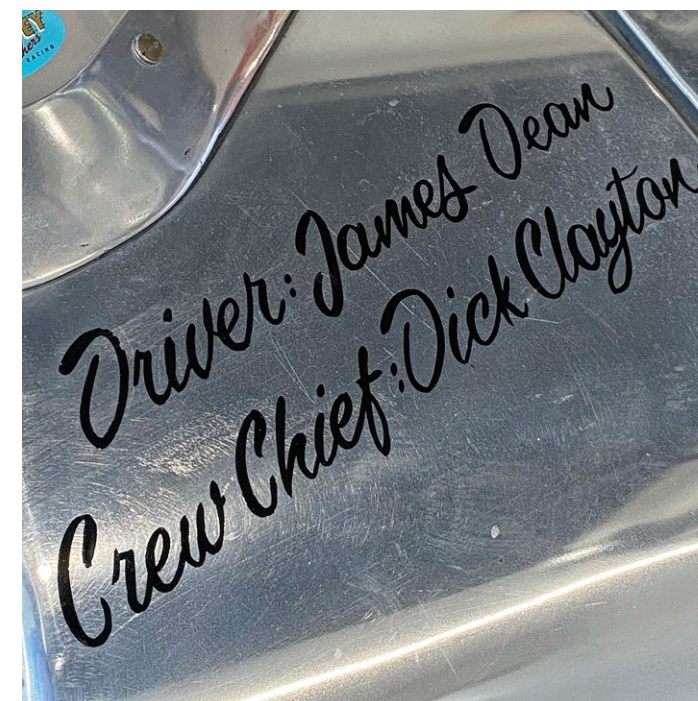
Restoration

The current iteration is exactly as Dean had visioned. The chassis has been fully restored by notable Lotus restorer Mike Brotherhood. After an Offenhauser engine and MG TC gearbox was sourced, famed engine builder Stuart Rolt rebuilt the engine with Liaz Jakhara completing the assembly work. Simon Diffey recently took it to the Goodwood Members Meeting and is hoping to drive it at the Festival of Speed, and in the new HSCC drum braked sportscar series.

The polished aluminium bodywork displays Dean's permanent SCCA race number of 130 on the bonnet and his name is alongside his agent and crew chief, Dick Clayton.

The Mobil Pegasus's on the front wings are an example of early motor racing supplier sponsorship and appeared on many SCCA racing cars, including Dean's, and the minor decals are typical of American racing of the period.

If you are visiting Motorsport UK's Headquarters, then share your experience on Instagram using [#carinthelobby](#).



Other highlights so far



Tuthill Porsche 911: The 2021 R.A.C. really was this car's first rally, which it won, becoming the first non-Ford Escort to do so. Fitted with a 3-litre flat-six making 300bhp, the 911 also runs on its original Fuchs rims.

This Subaru Impreza WRC97 was campaigned by Colin McRae and Nicky Grist on the Acropolis, the 1000 Lakes and the Network Q RAC Rally. McRae won the RAC, helping Subaru secure its third manufacturers' title in succession and elevating Colin to second in world rankings. This would be Colin McRae's last Rally GB win and Subaru's last WRC manufacturers title.



Powered by a Repco 740 3-litre V8, The Repco Brabham BT24 was one of three cars used by the Brabham racing team during the 1967 Formula One season. Only three BT24 chassis were ever raced. With reigning champion Jack Brabham and Denny Hulme at the wheel, the BT24 took three wins to Jim Clark's four in the Lotus, but with six 2nd-places, two 3rd-places, a 4th and a 5th, the Brabham team comfortably took the Constructors' Championship, while Hulme pipped team-owner Brabham to the Drivers' Championship by five points.

Get started in... Marshalling

Motorsport competition could not happen without the famed 'Orange Family' of marshals, who not only get to be involved in the action but also get the best views at the event. Here's how you can get involved

Marshalling offers a unique insight into motorsport – whether you are usually a spectator or competitor. For those that watch, it allows you to get not just close to the action but right in it; and for those that race, it offers a chance to learn from watching others while also helping those that enable you to compete. You will be part of a passionate and friendly community and get the chance to build valuable life skills – Motorsport UK's world-class training makes UK marshals often sought after to perform duties at events overseas.

Why Do It?

What are the attractions of marshalling?

It gets you closer to the action safely, you can learn new skills and you will be part of a brilliant community, where you can meet new friends. Volunteering is also rewarding – you are helping the event take place and supporting the drivers and spectators to have a fun safely.

How and why can it benefit people who compete?

Most grass roots sports need officials and people in supporting roles, motorsport is the same. The more club members that can marshal as well as compete, the more events can be put on. Also, spending even a day as a marshal allows you to experience motorsport in a different light and get an understanding of the different marshalling roles and the responsibilities, they each carry, as well as a greater appreciation of the work marshals undertake.

What life skills can it give you?

Many marshals say that it has helped to boost their confidence, mainly from working as a team with friendly and experienced people around them. The training that marshals undertake is also useful outside of motorsport – for example report writing, communication, fire theory and basic life support skills.

What training do you receive?

There are several different training modules, such as report writing, spectator safety, incident handling and many more that are created and approved by Motorsport UK. These modules form part of the upgrade process for those who choose to take that route.

Are there additional benefits?

Being outdoors and moving around is good for the body and the mind and for many of us in office based jobs, it's an excellent way to improve mental and physical health.

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Marshal Clubs are a great way to find out more

Skills and Commitment

What type of person makes a good marshal?

Anyone! There is no upper age limit for being a marshal and duties can be tailored to an individual's circumstances. If you have a disability of any sort, this does not preclude you from becoming a motorsport volunteer. It may mean that it is not possible for you to undertake every role as a marshal, but the organising club will try to accommodate you and your needs.

What skills are required?

There are no qualifications required to start marshalling. A willingness to learn, a responsible approach and a desire to get involved in the action are all key to becoming a good marshal. It is also important to be aware that the role involves being outside for very long periods of time and in all conditions, so an ability to withstand the elements is essential.

What amount of time do you have to commit to get involved?

Most marshals enjoy their time so much that they far exceed the minimum requirement of four marshalling days per year, or two for Stage Rally marshals. In addition, marshals need to attend one training event every two years. Other than that, you can fit events in around your own commitments.

What are the financial costs involved in becoming a marshal?

It is completely free to register, and this gives you access to member benefits including exclusive discounts and offers from major retailers and automotive partners. Motorsport UK provides free personal accident insurance to all signed-on marshals at a permitted event.

Getting Involved

How do you get a taste of marshalling without having to commit?

Visit the Motorsport UK website and obtain a log in then go to the Learning Hub by clicking through from your Member's Area. There, you will find the free Registered Marshal Accreditation Course, which introduces the roles available and the responsibilities you may be given when marshalling. It must be completed by all first-time applicants for a marshal registration to ensure a basic level of training. After that, get in touch with a local club or one of the national marshalling clubs. You can ask to go along for a marshal's taster day – you can find more information in the Volunteers section of the website. This will allow you to undertake the practical aspects of the role alongside experienced marshals and decide if you like it.

What is the next step if you want to become involved?

You can sign up as a Registered Marshal (Accredited) on the Motorsport UK website and then start attending events in any discipline. The process is very quick and easy, and you will receive a membership card and tabard to enable you to start participating. To volunteer for events, find a local club via the Motorsport UK website's 'Find a Club' search tool or contact your local circuit. Both will be happy to have you onboard.

How much responsibility do you have?

Depending on the discipline, marshals have different responsibilities. On Stage Rallies, roles can include managing spectators or managing a start line. At a circuit race they might be staffing a marshal post, flagging, and attending incidents. The most important thing to remember is that you are always working as a team, with your fellow marshals and the wider officiating team such as the Clerk of the Course.

*Produced with kind assistance from **James Betchley**, Motorsport UK Officials Pathway Manager and trainee Rescue Crew member*

How do you progress?

You can maintain your marshal grade or specialise in a particular area by following the Marshals' Grading Scheme, which provides development pathways in the Race, Specialist, Kart, Speed and Rally and Cross-Country disciplines. It requires you to gain event experience, complete on-event assessments and undertake training modules specific to each role over a set period. Completion of requirements is recorded as signatures in a Marshal's Personal Record Card (PRC). Clubs are required to endorse each application, which is then reviewed by an external panel of highly experienced motorsport volunteers.

Next Steps...

1. Complete the online training (more details [HERE](#))
2. Sign-up for a taster day
3. Join your local Marshalling Club
4. Enjoy the sport

What Marshalling means to me – by Chloe Jones

Growing up being a marshal was something we did as a family. We would all get together in our 4x4 motorhome (Merlin) and go out on course to help – Mum, Dad, Sister, Cousin, Uncle, Auntie, Nana, and Grandad. When we marshalled, we never just turned up for the day, we always made a weekend of it, we watched and supported the other events happening at the weekend such as TYRO's, RTV's and CCV's and once the competitions finished it was also a great social event, meeting so many new people, catching up with old friends. We had so many laughs and made so many memories while marshalling.

As I got older, I started to marshal more with my sister and her fiancé who are now training to get their recovery licence. Marshalling was the reason I ended up competing within the sport, because I had watched the drivers for so long, I decided I wanted to try it. I waited until I was old enough to get behind the wheel, and the rest was history.

For me being a marshal was my steppingstone into the sport. After I started competing, I decided to get my trainee scrutineer's licence. This was due to my university providing volunteers for Wales Rally GB. After Wales Rally GB I was hooked. A few scrutineers took me under their wing(s) and made sure I got the training I needed – so a couple of years later I got my full scrutineers' licence!

Both marshalling and scrutineering have played a huge part in shaping me into the person I am today, the experience, life lessons and knowledge they have given me has been priceless. The places and things I've seen by volunteering within a sport I love will never fade.

Chloe Jones, Race, Speed & Kart Sporting Administrator, Motorsport UK



Learn new skills and play an essential role in motorsport

Dawn Boyd is a rarity. Not only does she compete on the track, but she can also be found on the other side of the Armco, dressed in orange as a member of the Motorsport UK marshalling team



With no family history in racing, she began racing very late in life compared to most and has just passed her 50th birthday. We spoke to her to find out how she balances the best of both worlds

What's your earliest motorsport memory?

My older brother received a Red Letter Day as an 18th birthday gift at Brands Hatch. Little did I know that when I got the chance to do it, it would be to celebrate me reaching the age of 23, which he never did. I lost my brother when I was just 19 in a car crash at Christmas, so I may be more cautious than most racers, but I also think that has helped me be a 'cleaner' racer.

What was the first motorsport event you attended?

A work colleague invited me to a Rally event – hospitality tent, the works – and I took someone with me who began as an acquaintance but became a friend for life. We joked he was my surrogate dad, as he was a bit older than me but supported me at race meetings and everyone assumed he was my dad.

What came first, marshalling or competing?

Racing came first. I applied to the Formula Woman competition in 2004 and it was great. It involved more than 4,000 women taking part in challenges, fitness tests, PR training and racing. The final 100 won a chance to compete at Pembrey in 2006 and I got through all the elimination rounds to boot camp, where I made it to 31st place. I did not quite make it to the televised race team, but by then I was hooked, and I had made several friends, some of which led me towards other motorsport opportunities. I lost my father to cancer that year and although he knew I was through to the competition, he never got to see me race. I just hope he is proud of his 'little girl' and I sometimes feel he is watching me and keeping me safe. My ever-present mum has supported me at nearly every race.

Where has your racing taken you since?

Some of the gang from Formula Woman worked in the Fiesta Championship and the Mini Challenge and that opened the door for me. I had a few races with Fiesta and three years of Minis, gaining some great race experience and some great results too. I made some good friends, including Jay Finlay, who I bought a Golf GTi Mk2 with and went on to compete in other series. Jay, his partner Kim and I created Finsport together, a race team and tuning business. We raced the Golf Mk2 for a few years, then a Fiesta and then a Honda Civic Type-R for three years of VTec Challenge, becoming Production Class Champions in 2013. We had nearly 12 years together through good, tough, and successful times.

What is the greatest opportunity in motorsport from your perspective?

I like the way girls are being given so many more opportunities to get into motorsport now, whether it is as racing drivers or as mechanics. There was never an option

Dawn takes to the track, but is equally at home on post

when I was at school. I have had my share of misogynistic comments and actions over the years and although most men treat me like just another racer, sometimes – usually in the event of an on track incident – I get the blame for something when I know that I am innocent. These claims hurt and can make you want to pack in racing all together. I have grown to move on from them, but each time there is another comment it brings back the pain from previous incidents. Girl racers should be just like any racing driver and treated fairly. These issues need to stop and be addressed by officials accordingly.

And how did you get into marshalling?

Over time, I have met a few of the orange family when I was unceremoniously despatched from the circuit! They seemed like a friendly bunch that looked after the drivers and got very close to the racing, so I joined them in 2016, thereby gaining 100s of friends – and some enthusiastic waving when I am racing!

>>>>>

Where do you marshal? In any specific roles?

I am generally on the bank, either flagging or track marshal, but I have also been a safety car observer and safety car driver and I have just put myself forward to experience the rescue crew, which could be a real learning curve.

What three things do you most enjoy about marshalling?

I love the camaraderie, getting up close to the cars and drivers and the stories we share. I am a proud Brand Ambassador of the BMMC 'Orange Family' Marshals Club and we have actually liveried our racecar orange to promote and support the marshals, also running a support club with prize draws with great prize donations.

What three things do you most enjoy about competing?

The excitement of having a good clean close race; the drivers and teams you meet all around the country; and getting good results, progressing and creating great memories. The motorsport fraternity tend to meet up all over the place as seasons change and drivers change championship. I recently got together with an old acquaintance from the Mk2 Golf races, Jamie Butcher. I always seemed to share the same tarmac with him and became paddock friends, but life changes have brought me and his dad Andrew together. Andy has many years' experience of prepping and building vehicles for all kinds of events, from classics to modern. He has built several cars, including classic Minis for Stock Car racing, AutoSOLO and circuit racing. In 2019, Andy and I created the 'B42s Motorsport' team (both of our names begin with B and

my race number is 42) and built a Mk5 Golf GTi. We entered the Production GTi Championship and have made good progress, achieving a couple of fifth places and a 'Driver of the Day' award. It is now time to spread our wings a bit and find races we can share, as Andy now also has his race license. It has been the best thing that has ever happened for me – so good, we are actually about to get married in July!

How do you balance marshalling and competing?

Racing comes first as calendars are usually fixed for a championship. Then I will fit in marshalling around that when I am free.

What would you say to others considering doing a bit of both?

All drivers should be a marshal and see both sides of the Armco. It is a real eye opener. And I believe marshals should also get an opportunity to get on track too, to see where a driver's eye line goes so they know where to stand when they need to be seen, for example when they are flagging.

What is on your personal to-do list in motorsport?"

I have never really had an ambition to get to a certain goal. I just like driving a 'normal' tin top car as fast as I can and I enjoy it. BTCC is a dream but I do not think I would ever be brave enough, and single-seaters are just not comfortable! They are too cramped and have no roof or mudguards when it is wet!

To find out more about Marshalling, visit:
www.motorsportuk.org/volunteers/marshals



Revolution - May 2022

TURISMO X LAUNCHED

The club racing Revolution has arrived! Turismo X is a new-for-2022 championship, run by MSVT Racing – the people behind the ever-popular and successful Trackday Trophy, Trackday Championship and EnduroKA.

The revolution begins on track, with a truly unique qualifying and race format. Competitors are encouraged to push themselves to the limit right from the off in qualifying, as the top ten fastest qualifiers will take part in 'SuperPole' – an exhilarating shootout for the front of the grid.

Once the grid is established, it's time for the thrill of two, team-inspired sprint races. Each race lasts just twenty minutes, creating a fast and furious dash to the flag. The format enables two drivers to contest one sprint race each, or single drivers can chase solo glory with two bites of the Turismo X cherry. The introduction of X Class allows cars up to 300bhp/tonne to compete, meaning the grid will include some of the highest-powered machinery seen on any MSVT grid to date!

Not content with just being a revolution on track, Turismo X is revolutionizing off-track proceedings too. The overall

championship winner will be rewarded with a prize-car (another first for MSVT Racing), alongside other varying, generous prizes. There are rewards on offer at each event for those who conquer their class, as well as vital championship points, meaning the importance of victory has never been greater.

High-end cars deserve top quality circuits and, as such, Turismo X will visit some of the UK's finest, most challenging tracks, including Brands Hatch, Silverstone, Snetterton, Anglesey, Oulton Park, and Donington Park. The Championship's impressive calendar ensures that both cars and drivers will be tested to their limits.

Despite such competitive action on the circuit, the paddock remains a place of great respect between drivers and teams, and this contributes to the fantastic atmosphere of a MSVT Racing event. Moreover, small modifications to pre-existing classes (S, A and B) ensure that whatever car you wish to race, there will be a competition for you within Turismo X.

To view the championship's relatively open and appealing regulations, or to simply learn more about Turismo X, view our website - www.turismo-x.co.uk.

The revolution is gaining speed, so be sure to not miss out!



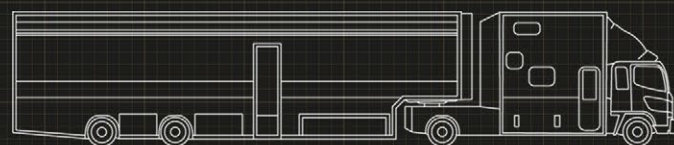
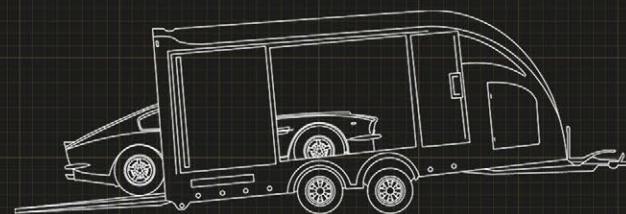
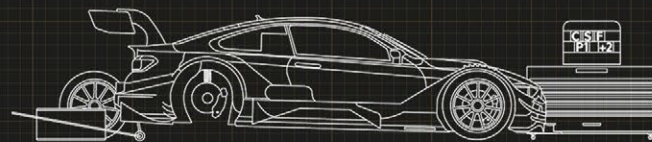
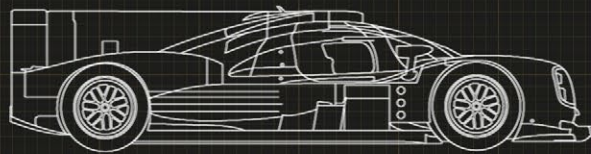
Revolution - May 2022

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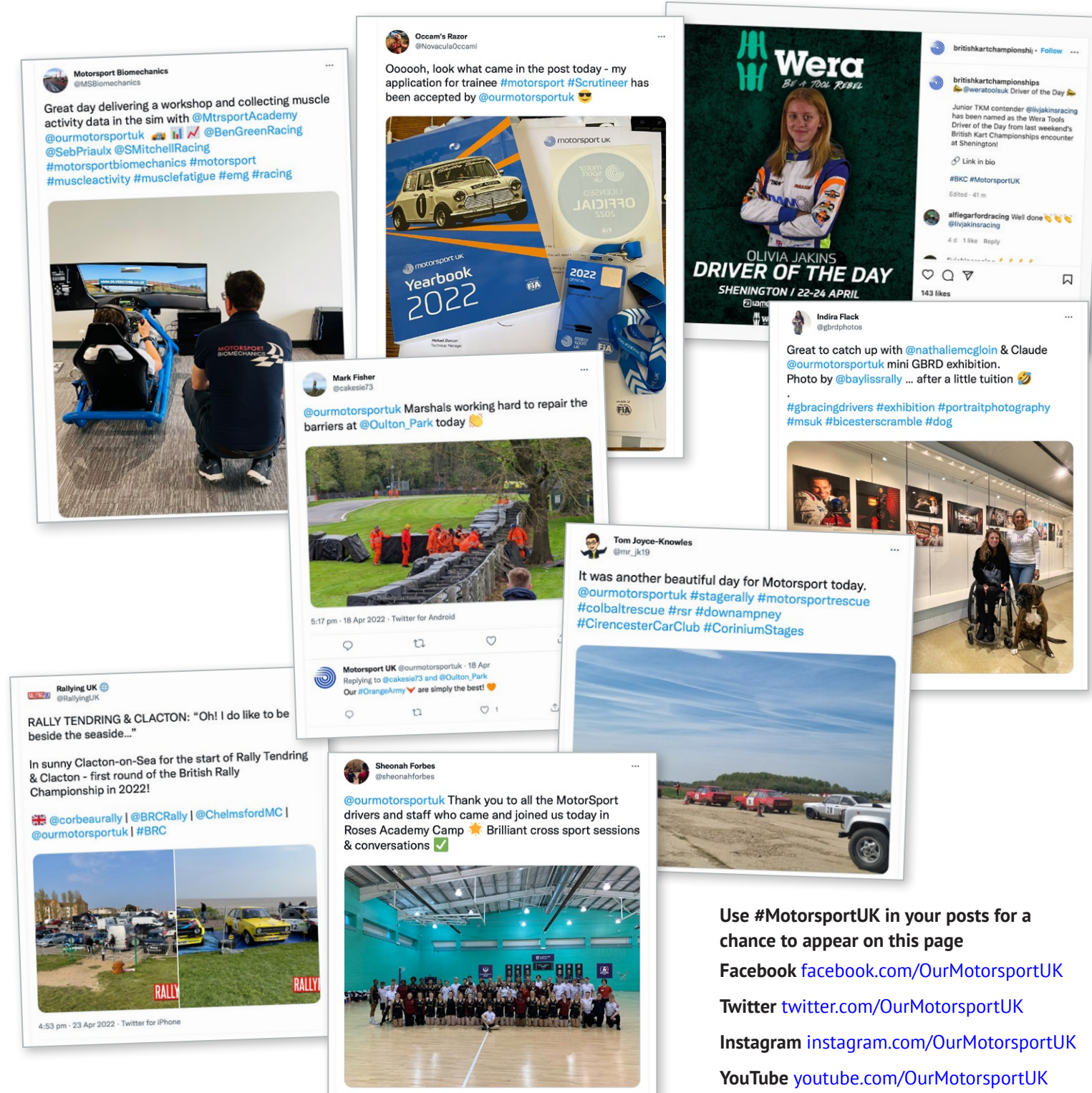


MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

Many clubs, events, and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the latest posts



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MOTORSPORT UK ON YOUTUBE:

Alex Dunne drove a lights-to-flag victory in F4 at Donington Park. Highlights from ITV Sport

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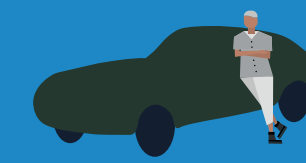
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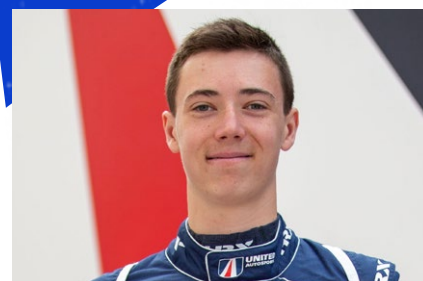
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Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram and World Rally Championship star Elfyn Evans among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet one of the UK's top female racers, an ambitious touring car hopeful, a title winning co-driver and an aspiring GT racer.



Bailey Voisin

BORN:

Switzerland, 20th February 2003

ACADEMY PROGRAMME:

Team UK Futures Programme

COMPETES:

European Le Mans Series LMP3

RECENT RESULTS:

European Le Mans LMP3, Paul Ricard (2nd)

What is your earliest memory of motorsport?

Watching the Monaco Grand Prix live at the age of about five. There is something so special about F1 cars racing around the principality.

What has been the highest high in your career to date?

Winning the European GT4 championship last year with United Autosports. It was a steep learning curve but to come away with a title and four race wins was a fantastic achievement.

What has been the lowest low in your career so far?

Missing out on the Ginetta junior title in the last race of the year.

What has been your biggest break?

Competing with United Autosports and staying with them for another year. It was a great opportunity straight out of junior racing so to have had that is a real privilege.

What are your aims and when do you want to get there?

The main aim in my career is to become a factory driver and ultimately, one day, to compete at Le Mans.

If you could get career advice from one person in motorsport, who would it be?

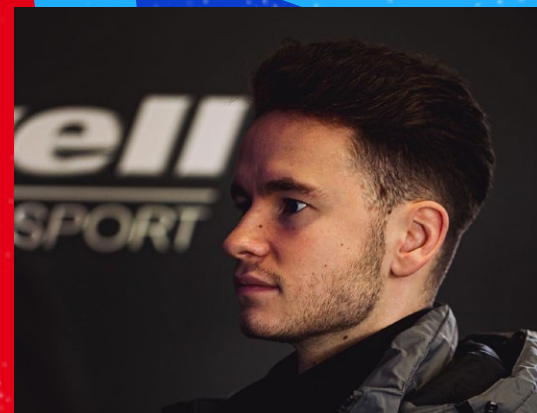
I would love to be able to get career advice from F1 driver George Russell. He is young, talented and I believe he would be able to provide some very good advice.

What was the biggest challenge for you last year and what are your plans for 2022?

This year I am competing in ELMS in the LMP3 category with United Autosports. The season has gone well so far, scoring a second place in the four hours of Le Castellet, which was my debut in the championship. The biggest challenge this year is adapting to a different kind of car and having to learn a new way of driving, as well as getting used to all the traffic.



Website: <https://baileyvoisin.com> Instagram: @baileyvoisin Facebook: @BaileyVoisin



Sandy Mitchell

BORN:

Dundee, Scotland, 7th March 2000

ACADEMY PROGRAMME:

Team UK Programme

COMPETES:

GT World Challenge Europe, Gold Cup and British GT Pro-Am Lamborghini GT3 Huracan Evo

RECENT RESULTS:

British GT, Oulton Park (12th and 9th); GT World Challenge Europe, Imola (9th); Rolex Daytona 24 Hours (DNF); 2021 British GT, Donington Park (5th); 2021 UK GT Cup, Snetterton (3rd)

What is your earliest memory of motorsport?

Watching the WRC and seeing the Colin McRae onboard videos and just living it. I also went to Knockhill at the age of five to watch club racing and BTCC.

What has been the highest high in your career to date?

Winning the British GT Overall Championship in 2020 alongside Rob Collard and Barwell Motorsport. It was an amazing year and the biggest win of my career. Being announced the following year as a factory driver was also an extremely proud moment for me.

What has been the lowest low in your career so far?

That was in the Lamborghini Super Trofeo World Final in 2019, when we had the chance to be North American Champions and World Champions. The car broke down on the way to the grid in the North America final race and we lost the title on countback to race wins over the year. At the time it was tough to take and to be so close was painful, but on reflection it was still a great season.

What has been your biggest break?

Winning British GT and becoming a factory driver for Lamborghini are the moments where I felt I turned from a

junior driver into a professional driver and moved onto the next chapter of my career.

What are your aims and when do you want to get there?

My aim is to be a top GT / Sportscar driver racing in the biggest championships around the world with Lamborghini. I would love to be fighting for the win at Le Mans and Daytona 24-Hours in the next few years.

If you could get career advice from one person in motorsport, who would it be?

Colin McRae. Maybe he would just say 'if in doubt, flat out...' but the main reason for this answer is I would love to have been able to meet him. That would have been really cool.

What was the biggest challenge for you last year and what are your plans for 2022?

I am racing GT3 in British GT and GT World Challenge Europe this year. We have only had one round of each, but we have shown some good pace, it has just not gone our way so far. The tyres are proving to be the biggest challenge. Pirelli has brought out a new construction and it seems harder to get our car in the operating window, but we are learning and developing the car all the time.



Instagram: @SMitchellRacing Facebook: /SandyMitchellRacing



Jamie Vaughan

BORN:

Abergavenny, 23rd August 1993

ACADEMY PROGRAMME:

Futures Co-Driver Programme

COMPETES:

Protyre Asphalt Rally Championship

RECENT RESULTS:

Nigel Ferguson Fabricators Tour of Epynt (31st); TJS Self Drive Alan Healy Memorial Stages: 1st in class, 5th overall; Legend Fires North West Stages: 3rd in class, 21st overall; Northside Truck and Van Donington Rally: 1st in class, 7th overall; Snetterton stages: 1st in class, 8th overall

What is your earliest memory of motorsport?

Watching the Sunseeker Rally, which was held in Bournemouth in 2004.

What has been the highest high in your career to date?

That would probably have to be winning the 2014 King Of Epynt Co-Drivers Championship, or my first overall Rally victory.

What has been the lowest low in your career so far?

Any time we have led in a rally and then had to retire.

What has been your biggest break?

That has come through winning my first Rally Championship back in 2013.

What are your aims and when do you want to get there?

To do an event in the World Rally Championship – and I would like to fulfil this within the next couple of years.

If you could get career advice from one person in motorsport, who would it be?

I am lucky enough to live in the same town as Nicky Grist, so I would say Nicky. Colin McRae was my idol growing up.

What are you currently competing in, how are you doing and what has been the biggest challenge this year?

I am currently competing in the Motorsport UK ProTyre Asphalt Rally Championship, and are currently lying third in class. We have also just finished the Motorsport News Circuit Rally Championship, where we finished third overall and won our class.



Instagram: @jv97531



Jemma Moore

BORN:

Harrogate, 24th September 2003

ACADEMY PROGRAMME:

Enhanced DiSE

COMPETES:

Ginetta G50, SuperCars Endurance

RECENT RESULTS:

Supercar GTC, Portimao: (1st and 2nd); Supercar GTC, Estoril (1st and DNF); Supercar GTC, Jarama: (1st and 1st)

What is your earliest memory of motorsport?

I have been involved with motorsport since I was born and I remember watching my older brothers and sister race, knowing that I would be following in their footsteps. I would always get involved with whatever I could when I was younger, from taking tyres off to tightening bolts and getting to ride back from park ferme in the cars with a big smile on my face. I loved getting involved with everything and anything. The loud noise of the cars racing around was music to my ears. A racetrack has always been my happy place.

What has been the highest high in your career to date?

To date, my biggest achievement was winning the GTC championship in 2020/21 in a Ginetta G50. Throughout the year there were ups and downs, but we learned from them and became stronger as a team at every round.

What has been the lowest low in your career so far?

The uncertainty of what and where I would be racing brought a lot of stress, both to me and to the team.

What has been your biggest break?

Getting my first GT car win.

What are your aims and when do you want to get there?

I want to compete at the Le Mans 24-Hours in an LMP within the next 10 years. My plan in the next few years is to continue pushing with racing and climbing the ladder in GTs while also upgrading my instructor's license along the way.

If you could get career advice from one person in motorsport, who would it be?

My career to date has been massively influenced by my elder brother, Nigel. Although we have never raced as a driver pairing, his knowledge of motorsport at all levels has helped me forge a strong pathway to my current level. The goals I have for my future racing aspirations, both as a driver and in data engineering, which is something I am interested in following up.

What was the biggest challenge for you last year and what are your plans for 2022?

I am currently competing in the SuperCar Endurance Series, the first round of which is in June. I am the reigning champion from last year, so my biggest challenge will be going back into the series and fighting for the championship again with a different pairing to last year.



Instagram: @jmooreracing Facebook: /jemmamooreracing/



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Kart Racing is often the first step on the way to professional racing, either as a driver, engineer or in team management – but it is a discipline in its own right. It is enjoyed by millions, from corporate arrive and drive facilities through to outdoors arrive and drive, Motorsport UK club racing and then the British Kart Championships

1959

The year that the first kart club, Kent Kart Club, was recognised by the RAC (now Motorsport UK). Its first meeting was at Lakenheath in November and included future F1 champion Graham Hill.

160

The cubic capacity of the GX160 Honda Cadet engine, this UK's most popular class.

8

The age for beginners to start in the Cadet class, which was introduced in 1987 with Claire Bogan becoming the first British Champion.

5

The number of different categories in which British indoor kart champions were crowned in 2021.

6

The age someone can start racing in karts, in the Bambino class, for which there is a British Kart Championship.

2001

The year Michael Schumacher returned to karting to challenge in the World Championships Super A at his home circuit of Kerpen. He starred in the wet but eventually finished 21st.

3

The 0-60mph time in seconds for a gearbox kart. This is often quoted as being the nearest affordable equivalent to F1 racing – in fact, many F1 drivers practice in KZ geared karts.

150

The maximum top speed in miles-per-hour of a long circuit gearbox kart. A KZ2 gearbox kart will reach 94mph on a short circuit track.

12

The number of times the senior World Karting Championship has been won by a British Driver. This includes Mike Wilson, who won six times, racing on an Italian licence.

5260

Karting's first long distance record was set in the Mojave Desert where a Kart 400 ran for 5,260 miles over seven days and nights.

1964

The year of the first CIK recognised World Championship, won by Guido Sala, of the Birel manufacturer founder's family.

40

The number of registered Motorsport UK Kart Clubs. Medway Valley is the newest, having registered in March 2022.



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JEP

ROKiT F4 British Championship certified by FIA 13th-15th May, Brands Hatch, Kent

The F4 series heads to the Brands Hatch Indy circuit for round two, with Alex Dunn looking to build on his impressive performance in the season-opening events. This is the first of two appearances at the circuit, which also hosts the season-concluding triple-header in October, so building good form and knowledge here now could also pay dividends later in the season.

www.fiaformula4.com



KarPiX

Wera Tools British Kart Championships

20th-22nd May, Motorsport Centre, Sunderland

This event at the North East venue of Warden Law involves a few different championships and classes. The IAME will run round two of the Cadet, Junior X30 and Senior X30 categories while the TKM has round two of the Juniors and Extreme groups. KZ2 also runs its second event, while the Bambino's kick off with their season opener.

www.britishkartchampionships.org

SBD Motorsport UK HSA British Sprint Championship

14-15th May, Blyton Park, near Gainsborough, Lincolnshire

The Longton and District Motor Club hosts the championship's fifth and sixth rounds on two different versions of Blyton Park – the Eastern and the Outer tracks. Steve Broughton currently leads the way on 94 points, with Peter Goulding and Stephen Miles just four points behind.

www.britishsprint.org



Anthony Mitchell

Plains Rally

21st May 2022, Bala, North Wales

This long-running rally is based around the town of Bala, with forest stages in Llangower, Alwen, Aberhiraant and Clocaenog. Some modification has been made to the route due to harvesting and phytophthora ramorum infection, but it will still cover a total of 44 stage miles. It is a British Historic Rally Championship round as well as a round of the Welsh Rally Championship.

www.plainsrally.co.uk



Lee Skilling



British Rally Cross Championship

14th-15th May, Pembrey, Wales

The Five Nations Trophy heads to Wales for rounds three and four with a two-day event at the old RAF airfield and former chicken farm of Pembrey. Oliver Bennett dominated proceedings in round two at Lydden Hill on Easter Monday and will be looking to further extend his championship lead of seven points over second-placed Derek Tohill.

www.rallycrossbrx.com



Motorsport UK British Drag Racing Championship

26th-29th May, Santa Pod Raceway, Northamptonshire

This is one of the legendary drag racing venue's most prestigious meetings, with round one of the FIA/FIM European Championships lining up alongside the national classes. The weekend will include 200 teams and 17 classes of cars and bikes including the sports F1 class – 10,000bhp Top Fuel Dragsters accelerating 0-100mph in less than one second.

<https://santapod.co.uk/main-event.php>

Ernest Owen Memorial Car Trial

15th May, Apley Estate, near Shifnal, TF11 9ED

Held in the grounds of the Apley Estate near Shifnal, this event will run over a non-damaging grassy site, ideal for challenging sections, in picturesque surroundings. It will be classified as a round of the BTRDA and Motorsport UK National Championships, while a Club Class entry will enable those who want to 'have a go' with their road cars to get involved in the action.

More details [HERE](#)



Anton Bird OMC

Beatson's Building Supplies Jim Clark Rally

27th-29th May 2022, Duns, Scotland

This legendary event makes a welcome return to the British Rally Championship calendar in 2022 with an exciting two-day format. Based in the town of Duns in the Scottish Borders, it will combine classic stages with brand new ones and includes two runs on the Abbey St Bathans stage – the longest of the event – with the second ending in darkness.

www.britishrallychampionship.co.uk



Eddie Kelly Motorsport



Intelligent Money British GT Championship

28th-29th May, Donington Park, Leicestershire

The third race weekend of these two flagship championships takes place on the Donington Park GP circuit, with Luke Browning and Roberto Faria the ones to watch in the single-seater event. In GT3, the Balfe Motorsport Audi and Paddock Motorsport McLaren took wins apiece in the opening two rounds with Ram Racing also in the mix with its Mercedes AMG.

www.britishgt.com

Kwik Fit British Touring Car Championship

28th-29th May, Thruxton circuit, Hampshire

The BTCC heads to Hampshire for rounds 7, 8 and 9, following fast after the Brands Hatch Indy round held on May 14-15. This venue has the highest average speed of any circuit visited by the series and tyre management will be crucial. Honda is traditionally strong at the track and BTCC frontrunner Josh Cook will be looking for a record-breaking eighth victory there after winning last year.

www.btcc.net



British Hill Climb Championship

28th-29th May, Gurston Down

The end of May sees the British Hillclimb Championship and the class-based Championship, the BHC Cup, visit Gurston Down Hillclimb in Wiltshire for a 'double header' weekend. The two days are completely separate events with giving drivers four points scoring opportunities over the weekend. Gurston is therefore a vitally important Championship weekend, which is likely to go a long way in shaping the season ahead.

www.britishhillclimb.co.uk



Wera Tools British Kart Championships

3rd-5th June, Larkhall, Strathclyde

The British Karting Championship enters June with races for both Rotax and Honda at the Scottish circuit, the only time the series will head north of the border this season. Hairpins and high kerbs are the order of the day, and classes include Mini Max, Junior and Senior Rotax along with the Honda cadets.

www.britishkartchampionships.org



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Protyre Motorsport UK Asphalt Rally Championship

Paul Evans



Ruairi Bell made an incredible rally debut on Epynt when he and co-driver Max Freeman led from start to finish. The 22-year-old Londoner, driving his Škoda Fabia R5 on tarmac for the first time, finished 44 seconds ahead of Mark Kelly and Neil Colman.

Latest Championship Standings

1st	Ruairi Bell	30 points
2nd	Mark Kelly	28 points
3rd	James Williams	27 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship

Paul Mitchell



Matthew Hirst made it two wins out of two as he extended his Welsh Rally Championship lead at the Rallynuts Stages. Although it appeared a comfortable win, a puncture just before the final stage complicated things, and at final control they discovered an oil leak.

Latest Championship Standings

1st	Matthew Hirst	60 points
2nd	Dylan Davies	54 points
3rd	Tom Llewellyn	48 points

KNC Groundworks Scottish Rally Championship

Paul Lawrence



David Bogie took his 10th win on the Elgin-based Speyside Rally. Co-driven by the experienced Irishman Barney Mitchell, the MINI WRC pilot charged from behind to take the win by 20 seconds. Aileen Forrest was back on form, winning the fiercely contested Ladies battle.

Latest Championship Standings

1st=	Michael Binnie	58 points
1st=	David Bogie	58 points
3rd	Jock Armstrong	52 points

Motorsport UK British Rallycross Championship

Tom Banks



Oliver Bennett took control in the opening two rounds of the season at Lydden Hill, taking a dominant maiden win in race one and following it up with a second victory on Easter Monday.

Latest Championship Standings

1st	Oliver Bennett	52 points
2nd	Derek Tohill	45 points
3rd	Julian Godfrey	33 points

ROKiT F4 British Championship certified by FIA

JEP



Alex Dunne took two victories from three on the opening weekend at Donington Park. Dunne jumped polesitter Ugo Ugochukwu at the start of race one and fended off Oliver Gray for victory. Georgi Dimitrov won in race two, before Dunne drove a lights-to-flag victory in race three.

Latest Championship Standings

1st	Alex Dunne	70 points
2nd	Oliver Gray	33 points
3rd	Aiden Neate	30 points

The GB3 Championship

Jacob Ebrey



The season blasted into life at Oulton Park. Home hero Browning won race one and race two. In the reverse grid contest of race three, however, it was Fortec's Mikkel Grundtvig who led from lights to flag while Browning was eliminated on lap five with front suspension damage.

Latest Championship Standings

1st	Luke Browning	70 points
2nd	Roberto Faria	63 points
3rd	John Bennett	47 points

British Sprint Championships

Kim Broughton



Following the removal of the Cadwell Park round, the opening rounds became the Anglesey Spring sprint weekend. Peter Goulding and Stephen Miles took a win each on the opening day, while Matt Hillam won both on day two in his Dallara.

Latest Championship Standings

1st	Steve Broughton	94 points
2=	Peter Goulding	90 points
2=	Stephen Miles	90 points

UAC Circuit of Ireland Trophy



Alastair Fisher and Gordon Noble claimed the trophy after taking the lead on the final stage. The pair finished 11.6 seconds ahead of Josh Moffett and Andy Hayes, with Callum Devine and Shane Byrne third.

Circuit of Ireland Trophy Winners

1st	Fisher / Noble / Volkswagen Polo GTi R5)
2nd	Moffett / Hayes / Hyundai i20 R5
3rd	Devine / Byrne/ Volkswagen Polo GTi R5

Avon Tyres Motorsport UK British Hillclimb Championship

Paul Lawrence

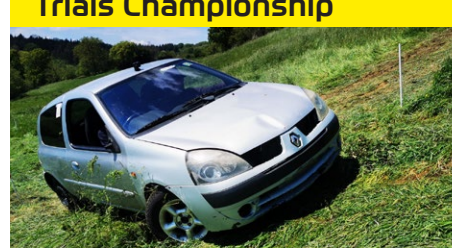


Scott Moran and Alex Summers left Prescott as joint leaders after the opening event. A stunning debut in the 'works' Gould GR59J by Matt Ryder, earned him the 'man of the meeting' award, while in the classed-based BHC Cup, records fell to Steve Harley and Damien Bradley.

Latest Championship Standings

1st=	Scott Moran Gould	19 points
1st=	Alex Summers	19 points
3rd	Trevor Willis	15 points

Motorsport UK British Car Trials Championship



Garry Preston strengthened his lead in the Motorsport UK British Car Trials Championship by winning the Falcon Motor Club's Ivinghoe Trial. This hat-trick of three overall wins put him out in front, but with 10 rounds still to go, anything can happen.

Latest Championship Standings

1st	Garry Preston	18 points
2nd	Rupert North	14 points
3rd	Barrie Parker	13 points

Motorsport UK British Rally Championship



Osian Pryce secured victory at the season-opening Rally Tending and Clacton after he overhauled four-time BRC champion Keith Cronin in the final throws of the event. Set-up adjustments before the final loop transformed Pryce's VW Polo and enabled him to take maximum points.

Latest Championship Standings

1st	Pryce / O'Sullivan	25 points
2nd	Cronin / Galvin	18 points
3rd	Williams / Roberts	15 points

Kwik Fit British Touring Car Championship

JEP



The opening round of the BTCC's new Hybrid era saw a trio of race winners. Tom Ingram claimed the first hybrid win in his BMW. Gordon Shedden triumphed in the second after chasing down Ingram in his Honda Civic Type R then Jake Hill ended his day with a lights-to-flag victory.

Latest Championship Standings

1st	Tom Ingram	51 points
2nd	Gordon Shedden	44 points
3rd	Ash Sutton	40 points

Motorsport UK British Drag Racing Championship



Michel Tooren won the season's opening race at Santa Pod from pole position, defeating Nick Davies in the final by just 0.0071 seconds. The Dutch racer's 5.942s low qualifier was the event's quickest elapsed time. Andy Robinson's new Camaro clocked the event's fastest speed at 245.39mph only for a transmission problem to eliminate him in the first round.

Latest Championship Standings

1st	Michel Tooren	103 points
2nd	Nick Davies	76 points
3rd	Kevin Slyfield	54 points

Southern Rover Owners Club Easter @ Earlye



Run on Easter weekend at Earlye Farm, one of the club's most picturesque sites, this involved four different events. It began with a Tyro on Good Friday, jointly won by Jayne Baitup and Dave Canham, with a CCV won by Simon Barden the following day. Easter Sunday's RTV was won by Alan Taylor and the event culminated in a Timed Trial on Easter Monday won by Andrew Shott.

Timed Trial Results

1st	Andrew Shott
2nd	Chris Button
3rd	Martin Smith

Motorsport UK Drift Pro Championship



Lwi Edwards and Ollie Evans were the standout competitors over the weekend. In the Round 1 final, Edwards came out on top but Evans hit back in Round 2 as the duo swapped places. Axel Hildebrand completed the podium on both occasions.

Latest Championship Standings

1st	Garry Preston	18 points
2nd	Rupert North	14 points
3rd	Barrie Parker	13 points

British Autotest Championship



Willie Keaning and Alastair Moffatt battled at the Staffordshire Knot, with one test layout suiting RWD and the other FWD. In the penultimate round Willie got his second penalty of the day, as Alastair took his third F.T.D. by just 7.3 seconds, with Malcolm Livingston in third place.

Latest Championship Standings

1st	Alastair Moffatt	86 points
2nd	Willie Keaning	76 points
3rd	Christopher Chapman	71 points

British Superkart Championship



Lee Harpham won all three races as the British Superkart Championship opened up at Cadwell Park. Liam Morley claimed second place in both round one and round two. Reigning champion Ross Allen took third place in round one, and second place in round three.

Latest Championship Standings

1st	Lee Harpham	75 points
2nd	Liam Morley	40 points
3rd	Carl Kinsey	39 points

Wera Tools British Kart Championships



The season kicked off at Sherington with six categories in action. In a tight battle in the Cadets saw Kit Belofsky beat Jenson Graham by 0.06 seconds. Henry Joslyn narrowly beat Harry Burgoyne in the Junior X30 while Harry Platten nudged out Thomas Fleming in the Seniors. Leon Frost took victory ahead of Olivia Jakins in Junior TKM, with Chris Witton claiming a comfortable victory in the Extreme class and James Glenister achieving similar in KZ2.

Latest Standings

IAME Cadet Championship

1st	Jenson Graham	187 points
2nd	Kit Belofsky	185 points
3rd	Jesse Phillips	178 points

IAME Junior X30 Championship

1st	Fionn McLaughlin	184 points
2nd	Harry Jnr Burgoyne	182 points
3rd	Gabriel Stilp	181 points

IAME Senior X30 Championship

1st	Aaron Walker	185 points
2nd	Harry Platten	183 points
3rd	Bart Harrison	180 points

KZ2 Championship Standings

1st	Dan Kelly	124 points
2nd	Lee Ward	123 points
3rd	Charlie Turner	120 points

Junior TKM Championship

1st	Leon Frost	130 points
2nd	Olivia Jakins	122 points
3rd	Ollie Rands	115 points

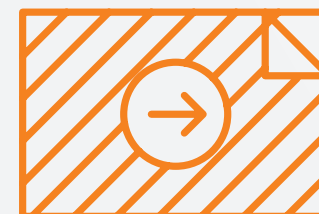
TKM Extreme Championship

1st	Chris Whitton	130 points
2nd	Lee Whittingham	119 points
3rd	Kye Springfield	117 points

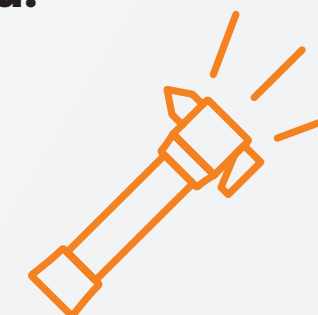
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Pictured is Steven McEvoy in a 1935 MG KN Bellevue Special as he leans in to one of the famous Goodwood corners.

