

Revolution

June 2022

The official magazine of  motorsport uk

STREETCAR

HELPING CLUBS DELIVER MOTORSPORT FOR ALL



Autotest



Trials and
Cross Country



Rally



INSIDE HQ

SIM RACING
LEVELS UP

FEATURE

TEAMWORK AT THE
BRITISH GRAND PRIX

VANTAGE POINT

MARSHALLING
WITH PRIDE

PLUS: CLUB CORNER + PADDOCK COFFEE MAKERS + JOHN CLELAND



Launching the StreetCar programme with Head of Club and Community Development Claire Kirkpatrick

One of the amazing things about motorsport in the UK is the sheer diversity of disciplines and formats of competition that can be enjoyed across the nation on any given weekend. Over the past month I have been involved in the two 'bookends' of domestic motorsport, beginning a few weeks ago with the start of the British Touring Car season, and within that the ROKiT F4 British Championship, with the first rounds at Donington, Brands Hatch and Thruxton. At the other extreme, this Monday, Motorsport UK launched its new concept of StreetCar, that is the collective umbrella for twelve different disciplines of grassroots motorsport that can all be enjoyed using an everyday road car. There is one thing that ties together these two extremes and that is the passion of everybody involved, whether it's a professional team in the Touring Car paddock, or the legion of enthusiastic club members enjoying motorsport in a simple and affordable way.

Motorsport UK has taken on responsibility for the organisation and promotion of the ROKiT F4 British Championship, which coincided with the introduction of the FIA Generation Two car, heralding a significant increase in safety measures. The most visible is the introduction of a Halo, but this also backed up by significant upgrades in the

side, frontal, and rear impact structures. This first rung on the ladder for single seater racers in the FIA architecture is designed to allow those as young as 15 to begin to develop the necessary skills that can take them further up the pathway towards a professional career in motorsport. The decision we took to run the championship was not an easy one, as our aspirations are extremely high, and we are under no illusions that to regain the top step of junior single seater racing in the world, it is something that will take time, energy, and resource. However, this first season has begun well with an extremely high calibre of teams and drivers populating the championship. Our partnerships with title sponsor ROKiT, as well as Wera tools, has enabled us to invest in the infrastructure of the championship and to raise the level of presentation and resources particularly in media, digital and social channels. The racing is of an incredibly high calibre, and typically the first 10 cars in qualifying will be covered by only a few tenths of a second. At this point, after three weekends of racing, the driver to watch is championship leader Alex Dunne, who has shown consistent speed and race craft across the variety of the three opening tracks in the championship.

Working together

As mentioned, one of the key ingredients for the Gen Two cars is the focus on safety, and we are extremely pleased that Motorsport UK, in partnership with the British circuit owners and the British Motorsport Trust, have created an initiative which dovetails perfectly into the safety mission of the F4 championship. This joint venture has allowed for the installation of FIA grade 3 light panels at all the UK circuits that play host to the British Tour Car Championship in 2022. These panels not only provide improvement in visibility, especially in poor light conditions, but also allow for the panels to be positioned in an optimum line-of-sight for the driver, while the operator can be installed away from the most vulnerable points on the circuit. Light panels also facilitate the integration of in-car signalling that brings the on-track messaging right into the cockpit for the driver. Working with Tatuus, the chassis manufacturer in Italy, as well as EM Light Panels, Motorsport UK has been successful in developing an integration that provides real time information transmission to the cars, and in a way that segments the circuit into smaller, logical zones that not only improve safety, but also ensure that the racing can continue as quickly as possible.

I think this is the advent of some significant improvements in safety, however, I am very conscious of a need to integrate these new innovations into the working practices and lives of our marshalling and officials' community. This community does an extraordinary job of managing what is a potentially dangerous sport in a way that is safe, efficient, and mindful of the need to keep the flow of competition running throughout the day. None of this is remotely easy, and yet it is carried out by volunteers who happily give up their free time to take part in a sport and make their contribution, because they know how valuable it is and because they enjoy the work in hand and the camaraderie that comes with it.

Therefore, we need to tread very carefully when making changes to the successful and efficient systems that are already in place, and we are therefore conducting a trial period to assess their deployment. Above all we need to ensure that our marshalling community continues to feel not only valued, but also engaged in the activities that they enjoy so much. There has been much spoken about the replacement of marshals with electronic light panels, and I would emphasise that this is far from the truth. There can be no substitute for the wisdom and the experience of marshals on post at circuits and other venues, who are able to read a situation as it unfolds with lightening speed and corresponding response. While the advances made in race controls with video feeds from all angles of the circuit have undoubtedly made the job of the Race Director and other

officials considerably more effective, the fact remains that a video is always going to be limited on its perspective and the information that it delivers. It therefore needs to be combined with on the ground visual and oral assessment of the situation and the ability to communicate this with a degree of urgency and importance that is best nuanced by the personal delivery.

Under review during this trial period for the light panels, is the optimum way in which traditional flags can be used alongside the new technology. Some of the trials have experimented with the removal of flags and the sole use of light panels, and it was in this format that I visited the Brands Hatch Indy circuit for the second round of the British Touring Car Championship. My first position of review was in Race Control watching the dedicated screen that provides feedback from the panels and cars as they circulate around the track. This is an invaluable part of the information flow, but it does require expert operation by a specialist who has been trained in the system and can make clear decisions based upon what is being fed back. I then went out onto the circuit and was fortunate to be welcomed by the crew on post 9 which comes at the end of the Cooper Straight and at the entry of Surtees.

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Richard Andrews and Steph Beeken demonstrate the new light panel controller



On post at Brands Hatch

This is a very busy part of the circuit with cars entering at high speed before braking heavily into McLaren and setting up their trajectory through Clearways. With a melee of cars piling onto the circuit, it is something that requires enormous vigilance from the marshals on post to be able to spot precisely what's going on, and to be able to see not only an accident or infringement, but also to predict such an event and to issue warning as incidents unfold. I was grateful to be in the company of two highly experienced marshals, Richard Andrews and Steph Beeken, and they were most helpful in explaining the new challenges presented by the logistics of manning an electronic flag post. One of the marshals holds the flag panel console as you can see in the photograph, which is a not insubstantial piece of kit, and has an array of buttons and lights across its face. Among these are lights that illustrate the activity at the previous post, and the following post, all of which requires the operator to look down at the panel to be able to receive information. At the same time the marshal's partner takes the role of an observer and is looking at the track to be able to assess the need for any information to be relayed or for direct intervention in the form of a light to be exhibited. The challenge is that the observer must communicate to the flag operator, who in turn must look down at the panel as well as observing the general surroundings. This requires a good degree of experience in working together as a team, but as they pointed out to me, inevitably there is a change in the responsiveness of an individual holding a flag and being able to immediately wave it following the need as

produced by the action. Not only that, but as Steph explained, the use of a flag can also contain a good deal of emotional communication to the drivers. In the case of black and white flags, these can be specifically directed towards a car that has transgressed and needs to be identified. The conclusion I drew from this was that first and foremost we need to consider these changes with extreme care and ensure that we enlist the feedback and support from the marshalling community. They have the first-hand expert knowledge of how to deal with on-track action. Based up on what I've seen so far, I think we will end up with a combination of light panels and flags, which may well be the best of both worlds. There are no doubts that light panels have created a significant leap forward in communications, especially in certain conditions, and the ability to link with in-car signalling further enhances their importance. However, it is human intervention and the ability to react with immediate speed and professionalism that keeps everybody safe at our venues.

Grassroots growth

Moving to the grassroots of our sport, I was delighted this week for Motorsport UK to be launching the new StreetCar concept at our Bicester Headquarters, welcoming a host of representatives from our motor clubs as well as members of the motorsport and automotive media. The gestation of StreetCar has taken a couple of years, not helped by the pandemic, but in 2022 we were determined to push ahead and roll out this exciting initiative.

This cover of *Revolution* is dedicated to StreetCar and in this issue, there is a comprehensive analysis of the formats and the way in which this will work in partnership with our club network across the UK. However, I would like to add some further perspective on the overall importance of StreetCar in the long-term strategy of motorsport in this country.

We have around 50,000 competition licence holders in the UK, of which approximately 20,000 are holders of the RS Clubman licence. This was introduced in 2020 as a free licence for competitors that wish to compete at the grassroots level of the sport, and principally on a local level with Clubs in their immediate area. That gives you some idea of the very broad base of the pyramid of our competitors, with the foundations of the sport firmly rooted in such activities as 12 car rallies, production car trials and AutoSOLOs. This is motorsport that is about as far as you can get from Formula 1, but shares in its DNA a simple enjoyment derived from the ability of a driver, perhaps with the assistance of a co-driver, extracting the maximum performance from a vehicle around a given course or task.

The basic point of the StreetCar disciplines is that it is affordable, accessible, and inclusive. These three words are fundamental to the long-term sustainability of motorsport not only in the UK but worldwide. I have spoken before of the headwinds that motorsport faces, and although climate change is the most obvious threat to the established formats of motorsport vehicles, I think that the shifting role of the automobile in society is of at least equal concern. By that I mean there are emerging generations for whom the whole idea of owning a car is only a remote possibility. Not just for economic reasons, but they no longer see a car as an object of fun and enjoyment – merely something that can be used on an adhoc basis in the form of hire cars or ride sharing.

While that makes a lot of sense in the terms of utility, it distances those people from the notion that you can have fun in a car, and through that meet like-minded individuals that come together and form passionate communities and derive enormous pleasure and enjoyment through this connection. StreetCar provides a proposition that we can take to new audiences that welcomes them in the most accessible form of using a car at its most basic level, with no requirement for special preparation or protective equipment or clothing, and with entry fees at a level that most will be able to afford.

So, although StreetCar is principally the accumulation of existing successful disciplines, I think it also represents the opportunity to corral our collective strengths and energy into presenting motorsport in a significantly different way to new audiences with a new proposition.

With the British Grand Prix approaching in a few weeks' time, we should be excited that it is a complete sell out and will be the largest weekend of sport at a single event in the UK this year. That not only reflects the global upturn in passion for Formula 1, but also the extraordinary job that the team at Silverstone put on year after year, working with our own team at Motorsport UK managing the organisation of what is a logistically complex event. I would like to wish all of those involved in this massive enterprise the very best of luck in the coming weeks and I am sure we will put on a show that will make Britain very proud on the world stage. 🌀

I wish everyone a safe and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

StreetCar launch at Bicester Heritage



In this month's *Revolution* we reveal all there is to know about **StreetCar**, the new name in grassroots motorsport, and explain how you and your club can get involved. We also go behind the scenes at the **British Grand Prix** to discover how marshals and scrutineers make the UK's F1 flagship tick; speak to **John Cleland** about his motorsport memories; hear from Marshall and member of the **LGBTQ+ subcommittee** Ricky Hawkins; and reveal some superb machines that could make your **coffee** the talk of the paddock

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MOTORSPORT UK UNVEILS GROUND-BREAKING CHANGES TO UK KARTING PATHWAY

A new 'Inter' category, updates to the age eligibility for competitors and technical changes for 2023

Designed to offer both greater access to the sport and provide manufacturers with an opportunity to develop new equipment and technologies, the changes include a reduction in the minimum age requirements for the Junior category by a year, provided the competitor is in possession of a National licence.

Cadet karts will be brought in line with the global karting community with the adoption of a 950mm, Motorsport UK-homologated chassis, and a new 'Inter' category will be introduced from 2023, positioned to bridge the gap between Cadet and the Junior category, offering a more linear progression through performance and size.

The 'Inter' category will use the same 950mm chassis as Cadet, but with an increase in power and more grip. These changes not only bring the UK closer in line with the rest of the global karting scene but will also make progression easier for competitors moving through the pathway. Any existing 900mm chassis will remain valid for use at Club-level Cadet events for the remainder of its current homologation approval.

In the sport's continued race for sustainability, Bambino karts will have the option of using electric powertrains from 2023. Petrol engines will still be permitted with gradual targets introduced to switch from traditional to sustainable synthetic fuels in the coming seasons.

In the Cadet through to Senior categories, Motorsport UK will invite the application of new engine and powertrain variants for homologation, starting from the 2023 season, as the UK continues to thrive at the cutting-edge of technology at this level of the sport.

The changes follow a comprehensive review of the current kart class structure, which started in 2019 and utilised feedback from nearly 700 members across a broad spectrum of the existing Karting community. The review was carried out in conjunction with the relevant class stakeholders and an extensive analysis of the current global regulations for Karting was undertaken by Motorsport UK.

Hugh Chambers, Motorsport UK Chief Executive Officer said: "It has been clear for a while now that the karting pathway in the United Kingdom, while continuing to thrive in the present, also needs to look towards the future.

"After an extensive period of review and consultation, these changes will bring the UK in line with the global standard for karting in terms of regulations, technology and with an improved pathway for competitors to progress through the different age categories.

"By planning a year in advance, it also gives manufacturers and suppliers plenty of opportunity to start developing new technologies for the market, ensuring the transition will not only be as smooth as possible, but hit the ground running.

"Everybody in the organisation looks forward to the introduction of these changes and a healthy, prosperous future for the karting scene in the UK."

Dan Parker, Motorsport UK Karting Manager said: "The 2023 restructure of the current kart classes represents some of the biggest changes in the sport for over 20 years – the changes follow an extensive review into the sport over the last three years and reflects the current landscape globally for Karting.

"We are moving the sport further in-line with the global regulations reflecting the feedback from our members and the current class stakeholders, while still acknowledging the successes of our own "British" classes such as the current cadet class which will continue to be eligible for use at events.

"The sheer number of responses we received to the proposals show the importance of the changes. We are delighted that the feedback was in favour of all the of the proposals, with a support rate of around 75 per cent for most aspects.

"We will almost certainly see new products on offer from various manufacturers in 2023. This will give our members and clubs the choices that they have requested in terms of the equipment that can be used at every level from club racing up to the British Championship." 🌀

Categories and ages for Karting from 2023 onwards

| AGE | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16+ |
|--------|---------|-------------|-------------------------|-----|-------------------------|----|-------------------|-------------------|--------|-------------------|--------|
| < 2022 | BAMBINO | | | | | | | | | | |
| | | Bambino Exp | Cadet Chassis CADET | | | | | | | | |
| | | | | | | | Full Size Chassis | MINI | | | |
| | | | | | | | Nat | Full Size Chassis | JUNIOR | | |
| | | | | | | | | | Nat | Full Size Chassis | SENIOR |
| AGE | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16+ |
| 2023 + | BAMBINO | | | | | | | | | | |
| | | Bambino Exp | NEW 950mm Chassis CADET | | | | | | | | |
| | | | | Nat | NEW 950mm Chassis INTER | | | | | | |
| | | | | | | | Nat | Full Size Chassis | JUNIOR | | |
| | | | | | | | | | Nat | Full Size Chassis | SENIOR |

Exp = Experience Nat = National Licence



STREETCAR

The new name in grassroots motorsport

Grassroots competition is undergoing a major rebrand to help uncover 'motorsports best kept secret' for everyone. Discover how StreetCar can help your club open the doors to new participants across the UK, by Will Gray



Trials and
Cross Country



Autotest

It is fair to say that many motorsport categories are only for the wealthiest or most talented individuals, but there is another side to the sport that many people are often not aware of, one that allows you to compete in the very same car that you drive to the shops or take on your daily commute.

Grassroots motorsport is to Formula 1 what Sunday football is to the Premier League. It enables anyone to get involved in the sport they love without having to be a superstar or to re-mortgage the house, and StreetCar, a new campaign launched by Motorsport UK this month, aims to highlight this to everyone.

Perhaps the most exciting thing about this brand new concept, however, is that it is not brand new at all! This has been here all along. It is one of the most important parts of the motorsport community, and StreetCar has been developed to help clubs show more people just how easy and fun it can be.

Targa Rallies are part of the StreetCar launch

"It is really, really important that we raise awareness of grassroots because to those of us who are involved, we know all about it, but that is not the case for many people on the outside," says Laura Cooledge, Club Development Officer at one of StreetCar's first approved clubs, Anglia Motor Sport Club (AMSC).

"Even for people who are involved in participating or officiating in motorsport or who maybe enjoy watching a bit of rallying or Formula 1 on TV, I think the perception is that you need a lot of money and highly specialised gear and equipment to be able to participate.

"StreetCar is based on existing disciplines that people can take part in using just their road car. These types of grassroots events exist, there are so many brilliant disciplines you can choose from and it's the most accessible and affordable way to get involved in motorsport.

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Rally



**motor
sport
UK**

StreetCar

M and H Photography

“A lot of people probably have everything they need to be able to participate, but we need a campaign like this to help break down barriers and perceptions and show everyone they can participate in motorsport. We think it is going to be fantastic for awareness and for bringing in the next generation of participants.”

Heart of Motorsport

The new campaign aims to support clubs that run, or want to run, grassroots events by providing centralised assets and promotional support to help deliver more enticing and professional looking events. The aim is to draw a larger entry list, and ultimately more club members, through a wider reaching audience.

The seed of the idea came from an extensive series of consultations with motorsport clubs undertaken by Motorsport UK last year. Head of Club and Community Development Claire Kirkpatrick explains: “I had several clubs tell me ‘grassroots motorsport is motorsport’s best kept secret.’

“I heard that so many times and in the 2021 club consultation, when we asked what the top three challenges

were for clubs, getting new members was mentioned by the majority of clubs. Knowing that grassroots is not as publicised as it should be, we needed to do something about it. That’s where StreetCar came from.”

The simple concept will allow many of those clubs that are already running these types of events to simply continue doing what they have, so far, been doing very well, but under a nationally recognisable banner and with the collaborative support of all the other clubs that get involved.

The idea was driven forward by Motorsport UK CEO Hugh Chambers and with the backing of the board behind it, it quickly evolved into an ambitious project that is targeting a sign-up of 50 approved clubs by the end of the year and has big plans to scale up the promotion further in 2023.

“The entire board are so passionate about this project and Hugh has been heavily involved in every step of the development,” says Kirkpatrick. “We have to look after grassroots and StreetCar is all about finding new people and spreading the word that these great motorsport disciplines are out there.”

Some disciplines used enclosed venues, while others explore the wider area



StreetCar amalgamates 12 different grassroots disciplines, all of which require just a basic free RS Clubman license and a roadworthy car with an MOT and insurance to compete in. Clubs can even run Taster Events (see *Revolution* May 2022) to entice non-club members to take part without having to join.

Kirkpatrick adds: “We just want to do all we can to help clubs reach out to new people, and we will be encouraging our StreetCar approved clubs to put on Taster events that support these newcomers to have a go. Then once they’re hooked in they can join the club and get involved.

“The board is taking this project very seriously and has invested heavily in the new Club and Community Development Team. This is a first in the history of Motorsport UK and it really will give us the capacity to get behind this and support the approved clubs in many different ways.”

Re-branding

One of the key aspects of the StreetCar campaign is to boost the more accessible part of the sport by delivering a more professional shop window. That begins with branding, which focuses on a simple streamlined logo coupled with recognisable ‘pictograms’ that define the different types of event.

“We had a lot of discussions around how the brand needed to be very accessible,” says Kirkpatrick. “We have gone for free flowing lines of a car, just really simple, that aims to offer a key message that this is something for everyone, it is really your entry point into motorsport and it is accessible to so many people.

“There are many types of events out there, some of which are not StreetCar as they cannot be done in a standard road car, and it can be very confusing. To combat this, we have developed pictograms to help newcomers realize ‘that’s that type of event and I can do that in my road car.’”

The team has developed a range of supporting assets, including flags, banners and signage, Kirkpatrick adds. “We have five marketing kits with everything in that will travel around to different clubs for their events.”



Autotesting in a standard road car with StreetCar

Coolidge believes the assets will be helpful in making things easier for the public to understand and adds: “It will take a while for the message to get out there, but once it is, I really do think that when people see that logo attached to one of our events they are going to be more likely to come and get involved.”

The campaign is not just about how events look, of course, and the team have liaised with different clubs throughout the development to understand what support is required. As a result, significant thought has been put into helping clubs with marketing and outreach.

“We will direct any inquiries that come from our promotions to the relevant clubs or events in their area and we will also help to promote all approved club events through the website and through posts we make on social media,” says Kirkpatrick.

“We have set up a dedicated Facebook group for StreetCar and all the approved clubs can be part of that. We hope it will become a supportive community where people can all work together to promote the sport and provide answers to any questions that newcomers may have.”

The team has also developed a series of four 60-90 second videos covering ‘What is StreetCar’, ‘What is Autotesting’, ‘What are Cross Country Trials’ and ‘What is Rallying’ and these will be made available not only on YouTube but also direct to approved clubs for use in their own promotions.

Meanwhile, the Motorsport UK StreetCar branded MINI will be touring a whole range of different events around the country, including the British Motor Show at Farnborough, to promote the campaign, showing exactly what can be done in a road car and offer the media the chance to experience it and spread the word.



The 12 StreetCar Disciplines

StreetCar consists of 12 different disciplines, with events taking place in private venues, on public highways or completely off the beaten track. Here is a rundown of all the different ways you could get involved.

Autotests

The three disciplines in this category are AutoSOLO, Autotest and Production Car Autotest (PCA). They are fabulously fun, wonderfully friendly and fully inclusive.



Run at venues ranging from motorway services to farmers' fields, they all involve a number of timed 'tests' throughout the day, where participants drive around a pre-determined course of cones and precision and car control count just as much as speed. AutoSOLOs are run forwards only while Autotests require reversing skills and more advanced technical manoeuvres.

Trials and Cross Country

These two disciplines are for those who are looking to test their off-road capabilities.



Car Trials take place on steep grassy or muddy terrain, with the aim of getting from start to finish without stopping on the slippery surface. Planning your approach through the course of markers is key, with help from a bouncer, which is literally a passenger who bounces up and down in the car to help traction.

Cross Country Tyros are even more hard core and participants need a full-on 4x4 to tackle them. The aim is to manoeuvre through varying terrain, negotiating the course without touching a marker and without stopping.

Rally

If you thought Rallying was all about flying gravel and driving sideways, think again. In StreetCar, it means road and navigational rallies run mainly on public highways, with emphasis on navigation, teamwork and fun. There are seven different formats, so there really is something for everyone to try.



M and H Photography

Family friendly Touring Assemblies involve driving on a pre-determined route within set section-by-section target times designed to limit speeds. Equally sociable Treasure Hunts require participants to solve clues or collect items and follow their course accordingly.

Navigational Scatters, Navigational Rallies and 12 Car Rallies are all similar in nature, often held in the evening or at night. They are more challenging, with participants having to use maps to plot their route on the public highway, based on a set of instructions.

Road and Historic Rallies are the most advanced of the StreetCar disciplines that retain the principles of all other events. They are typically between 120 and 150 miles in length, with more competitors and more navigational challenges. To aid newcomers, clubs often have a novice class to aid the navigation part.

Targa Rallies, which are a new and increasingly popular form of the sport, include the navigation element but also focus on timed special tests that take place off the public highway at an average speed of no more than 30mph and require a wide range of driving skills.

First Movers

The AMSC, an umbrella club comprising 12 member clubs, is a perfect example of a progressive club made for StreetCar. Set up in 2012, its original purpose was to combat a decline in grassroots motorsport in the East Anglia region and since then it has worked hard to develop its own campaigns to support its mission.

"We are very much 'on it' and doing our own things already to try and get people more involved," says Cooledge. "One thing we run is the 'Better Together' initiative, which is aimed at making the environment more inclusive and accessible and we kicked that off with a big social media campaign.

"We developed our own logos, produced a number of campaign videos and put the messaging on all our events. That has been extremely successful because whenever people see the branding they know 'this event is going to be inclusive for me, I'm safe to go.'

"Last year we launched a 'Get Into Motorsport' initiative, which is about helping people to get involved in all sorts of different roles. We feel that StreetCar will work really nicely alongside those two strands we have already developed, because they each touch on different things.

"We know we need to do more to get more people involved and because we have been through a similar process with our own initiatives, people in our member clubs are more willing to do new, innovative things that they have never thought of before or perhaps think might be a bit too out of their comfort zone."

While there is no specific targeted age range for the campaign, it is clear that the next generation needs to be engaged. To that end, building a growing community of young and enthusiastic advocates for grassroots motorsport who showcase events through new forms of media could be vital for its future.

That is something Cooledge feels could be a big change and she adds: "I feel that, like a lot of motorsport clubs these days, we often don't do our events justice because a lot of the time the events take place behind closed doors so we cannot always promote them and be seen doing what we do.

"Grassroots motorsport should not be motorsport's 'best and biggest secret' because that goes against its ethos, which is to be as accessible as possible!

With StreetCar, the events are still the same, but it is all about making it more attractive, and trying to bring it to the people."

Balancing Momentum

By launching in the early summer, with a host of clubs already chomping at the bit, there should be plenty of awareness building through the rest of the year. However, the team is also mindful not to push too hard, too soon, to ensure clubs can meet the potential take-up in demand.

"In some ways we see this year as a softer launch, almost a pilot year," said Kirkpatrick. "We've got big plans for next year, getting influencers and ambassadors onboard and big-name drivers or personalities out in cars doing AutoSOLOs, Car Trials and so on, to show how much fun they can be.

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Andy Munson

Classic car owners are very welcome

"In the back of our minds, we have been thinking if we go really big straight away and get lots of people interested, will clubs be able to cope? If we suddenly get all these new inquiries coming in, we want to be sure that clubs are ready and able to fulfil that demand for the amount of entries."

To gain approved status, clubs sign up to the StreetCar Club Charter, which enables them to use the brand name and logo where relevant, request access to all the on-event assets and join in on the social media pages, where they are encouraged to tag and share to co-promote their events and the overall campaign.

The AMSC is already pressing ahead with its plans for a range of events, with a focus on opening the net as wide as possible through the use of Taster sessions. Cooledge explains: "We are planning a series of Tasters designed specifically for StreetCar beginners.

"We are quite lucky in that our member clubs already hold a lot of events in StreetCar disciplines, so we will start by using the existing events, adding on all the branding and taking additional consideration into the fact that these disciplines must be fully suitable for production cars.

"Once demand rises, we will develop and build on this with further Taster Events. I think we are all aware that we are going to be engaging with new people who have never been part of motorsport before, and with this new generation coming in, there is going to be a steep learning curve for the clubs.

"We think our approach to it will probably change and adapt over time as we learn more about what people want, and we will just go with that. We are happy to expand and change things because motorsport has got to move on. We need to give it a future, and so we need to act now."

Getting involved could not be simpler and Kirkpatrick explains: "Clubs can contact me and the team by email and we can discuss what kind of events they currently run and whether they are looking to run anything different. We can then talk about how we can support that.

"Clubs are the most important part of what we do at Motorsport UK and we recognise the need to support them. They're telling us that their biggest challenge is getting new members or volunteers, so we're doing this to help them – because put simply, motorsport would not happen without them." 🌀

To get in touch with the team and discuss how the StreetCar project can work for your club, please email: club.development@motorsportuk.org

How to take part

1. Get a license

Anyone can apply for an RS Clubman License instantly through the Motorsport UK website. This enables you to immediately enter to compete in any StreetCar event as well as a number of other forms of motorsport. It also provides basic personal accident insurance covering you for any Motorsport UK permitted event and comes with a host of member benefits and discounts.

2. Choose your discipline – or choose them all

Read up about all the different StreetCar disciplines in detail and work out which one might be best for you. Watch some YouTube videos to see if you like the look of it, and if you are still unsure, you can always seek out an event and go as a spectator (if permitted) or enter a Taster event to try it out without committing.

3. Choose a club

Once you have got the bug and have a plan in mind, contact Motorsport UK to find out where your closest StreetCar accredited motor club is that runs events in your discipline, and get in touch.

4. Get a car and get stuck in

Once you are connected with a club, get a car with MOT and insurance, and sign up to an event. Some clubs will even go so far as to provide the car for you, making it even easier for anyone to have a go.



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NOMINATIONS FOR COMMITTEE AND WORKING GROUP MEMBERS

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated, and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees also play a part in assisting the Council and the Board with strategic planning of the development and future of motorsport.

The Committees are supported by an Executive Function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees.

Some of the Committees have Sub Committees and Working Groups, all of which may be applied for as well.

Depending on the Committees, the roles may be as a member of the Committee or as a Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings which are held 2-3 times per year and typically at the offices of Motorsport UK in Bicester, with one meeting in person and the other meetings being held online via Teams. The appointments are for up to three years, with new members initially serving a 2-year 'probationary' term.

Applications are sought for the following Committees and Working Groups

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

How to apply?

If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, we would welcome your application. All we need is your CV which should outline your relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee.

Applications should be submitted by 19 September 2022. Please send your CV and covering letter to: committeeinterest@motorsportuk.org

NEWS IN BRIEF

Smith and Ashford win Disabled Driver Scholarship

Dave Smith and Morgan Ashford were awarded the Loughborough Car Club's annual Disabled Driver Scholarship at Motorsport UK's headquarters in Bicester Heritage. The pair were chosen after a selection AutoSOLO event, plus an informal interview. Their prize includes entry fees, use of the Nissan Micra, all maintenance work, fuel, and tyres to a combined 11 AutoSOLO and Autotest events over the next year.



Rallying returns to Wight

The Isle of Wight Car Club is pleased to announce the return of the Island Stages for August 2022, over 30 years since stage rallying last took place on the island. The event is held in memory of Jon Dyer, a member of the Isle Of Wight Car Club who recently passed away. Although not a forestry event, it should prove challenging and gives the opportunity to drive stages which have never been driven before. The aim is to recreate the clubman spirit of the original Island Stages rally which ran from the 1960s through to the late 1980s. <https://iowcc.co.uk/rally>



Mike Davidson & Terry Weaver on the original Island Stages Rally

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RESHAPING UK MOTORSPORT

Autocar magazine has honoured Motorsport UK Chair and Prodrive founder David Richards with the 2022 Sturme Award, for his leadership in elevating and reshaping UK motorsport for the future. Named after Henry Sturme, who founded Autocar 127 years ago, the award celebrates an individual who has brought the highest technical standards to the industry.

"The award is usually given to someone who is just about to announce their retirement and walk off into the sunset", says Richards, "but I just want to reassure you that's not going to be me – just yet."

"At this critical point in history for the motorcar I believe that motorsport has a key role to play in developing and promoting the technologies of the future. I intend to make sure that Prodrive is at the forefront of these new technologies and that Motorsport UK creates the platform on which to demonstrate them."



Indira Flack

2022 Sturme Award winner David Richards

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YOUNG DRIVERS GO SOLO

The Motorsport UK Academy joins in South East Motorsport Month

A selection of young Academy drivers was welcomed at three different grassroots events throughout April and May as part of Motorsport UK's Motorsport Month in the South East region.

The young talent was supported by the clubs to experience the fun and affordable AutoSOLO and Autotest disciplines while practicing and developing their skills.

At the Debden AutoSOLO, Autotest and PCA at Carver Barracks, organised by Middlesex County Automobile Club and Harrow Car Club, drivers Harry Rice and Florin Mazilu were entered into the Autotest category in a Nissan Micra provided by Sporting Car Club of Norfolk. Rice won first in class.

The Academy returned to Carver Barracks later in May with drivers Briannie Davis, George Davis, Florin Mazilu, Scott Sumpton and Patrick O'Donovan for the Coulsons AutoSOLO organised by Anglia Motor Sport Club.

"It was great to try a different discipline within motorsport and see how my current driving skills can be applied," said Briannie Davis.

Florin Mazilu added, "I hope that in the future autoSOLO events will get more attention from motorsport enthusiasts. It is a lot of fun and I learned a lot in terms of car control and precision from friendly people."

The Sevenoaks & District Motor Club AutoSOLO at Ashford Cattle Market saw Jack Meakin, Scott Sumpton, Florin Mazilu

and Ben Cox take on the challenge in MX5's – use of which was kindly donated by regular Sevenoaks competitors.

The drivers did brilliantly getting to grips with this new discipline so quickly, they really showcased their abilities and adaptability – the club were really impressed with how they approached the challenge. Sumpton came away with third in class, and Meakin was awarded young driver of the day.

Motorsport UK would like to thank all clubs involved at all three events for accommodating the Motorsport UK Academy drivers. Working with members of the motorsport community and creating long lasting relationships with the Clubs and Associations is an important part of Motorsport UK's talent programmes' mission to give back to the wider sport and we look forward to developing these relationships further.



Debden AutoSOLO, Autotest and PCA at Carver Barracks



The Academy drivers try AutoSOLO in the MX-5s



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SIMON DIFFEY

A good friend of Motorsport UK, Simon Diffey recently passed away.

We are so sorry to have to announce that our beloved Simon, everybody's friend in historic racing paddocks, the ever-friendly, larger-than-life character who knew everyone and was known by everyone, tragically died on Saturday night in a road traffic accident while driving the much-loved little vintage Brescia Bugatti that he campaigned so well.

Simon was a very talented racer, and a consistent winner in a variety of cars. He lavished meticulous care and preparation on the Bugatti, his Lotus Formula Juniors, the Connaught that he raced for a friend, and his self-built Humbug and Austin 7. Then he drove them to the maximum, whether in a VSCC trial or in the highest-profile races at Goodwood and in Europe.

But more than that, he was a one-off: a hugely generous-spirited man who would help out a fellow-competitor, a friend, or a stranger without a second thought. This was not only in motorsport but also in business, for his firm Merry Printers was the go-to supplier when teams, restoration firms, race promoters, clubs and private owners in the car world needed anything printed.

Without effort, Simon could not help being an entertainer, generating outrageous fun wherever he went. With his warm generosity, and his skill and sportsmanship behind the wheel, small wonder that he was one of the best-known and



best-loved people in historic motor sport. Suddenly all that has come to an abrupt halt, leaving only a gaping hole on the track and in the paddock, and a legion of friends with a burden of regret and sadness.

A much-loved husband, Son, Father, brother-in-law, and very proud Grandfather, who cannot be replaced and will be forever in our hearts.

Sarah and the Diffey family



Goodwood was sad to learn of the death of long-time competitor and friend Simon Diffey. Simon was well-liked by all at Goodwood from fellow drivers and teams to all of us who work here. His energy and enthusiasm for historic racing was unmatched. Pictured is one of Goodwood's most memorable moments, Diffy bump starting a Maserati 250F mid-race. Our thoughts are with his family.



Nothing quite better sums up Simon than the video he helped film for Pendine, displaying his sense of humour and prowess in a racing car.

His *joie de vivre* and infectious enthusiasm rubbed off on all who encountered him, whether in the Goodwood paddock or on the avenues around Bicester where one of his cars might have unassumingly been parked.

Our thoughts go out to Sarah, his family, and friends – of which there are so very many.

MEMBERSHIP OFFER

OGIO is the official luggage partner for the ROKiT F4 British Championship and the Wera Tools British Kart Championships and as a Motorsport UK member you can benefit from 25 per cent discount on OGIO products. The new Renegade PRO backpack is the perfect product for a race meeting with superb organisation, great protection to help take your life on the go, without having to worry about a thing.

OGIO has a long-standing history in motorsport creating products that provide both great functionality, innovative designs, and technology to support any motorsport fan on the go. As a brand specialising in creating high performance luggage and travel gear it is ideally placed to support the general race goer for a day trip out to the hardened racing fan that takes in every race meeting. As a brand that is a firm favourite with fans and teams alike, OGIO has the high quality, durable products that drivers and fans love.

OGIO is currently the official luggage partner to the Aston Martin Cognizant Formula One team and is expanding to support more motorsport in the UK.



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THE BRITISH HILLCLIMB CHAMPIONSHIP VISITS THE 'KING OF THE HILLS'

The British Hillclimb Championship, presented by Avon Tyres, and the class-based Championship, the BHC Cup, presented by Classic Car Insurance Broker Footman James, visit Doune Hillclimb near Stirling in Scotland for a double-header over the weekend of 18th-19th June. The two days are completely separate events, giving drivers four point scoring opportunities and making Doune a crucial event in the 2022 season.

Over the years Doune has become a firm favourite with both drivers and spectators. It is a fantastic challenge for the driver and a thrilling spectacle for spectators, resulting in it being christened by many as the 'King of the Hills'. Sean Gould's 2021 outright record of 34.67 seconds is just shy of 90mph from a standing start – it is quick!

Competitive action is scheduled to start at 8.30am on both days. So plan a visit to Doune – you won't be disappointed. www.dounehillclimb.co.uk

Outright record holder Sean Gould



David Baxter

ROKiT RACING STARS NAMED

Monica Boulton Ramos and Deagen Fairclough have been named the inaugural ROKiT Racing Stars, netting both teenagers a life-changing opportunity to race in ROKiT British F4 in 2023.

The innovative scheme, spearheaded by former President of the FIA Single Seater Commission Bob Fernley and ROKiT, is unique to British motorsport and seeks to not only unearth the next generation of talented youngsters, but also to remove the cost barrier to compete.

“I’m so over the moon,” said an ecstatic Fairclough. “I’m so speechless. ROKiT have given us such a fantastic opportunity. I’m really overwhelmed, I can’t believe it.”

Monica commented. “I had performed well in the qualifying races online and thought I had a chance but the competition from the other girls was tremendous, and I am just delighted I have come through.”

Both drivers will now complete six months of training in readiness for competition, supported by both the Motorsport UK Academy and Hitech GP. They will then begin testing later in the year, before taking up full-time race seats in ROKiT British F4 for 2023.



Winners Monica Ramos and Deagen Fairclough visit the British F4 Paddock at Thruxton

DISE'ING IT UP AT DAYTONA

Motorsport UK Academy DiSE programme drivers have visited Daytona karting three times as part of the practical driving units of the course. The experience has been a brilliant addition to the DiSE programme, providing structured training and excellent facilities.

“Daytona Motorsport is delighted that Motorsport UK chose its Tamworth venue to aid the development of these potential future stars,” adds Ian Berry, Group Sales Manager at Daytona. “Daytona venues are unique in offering the Rotax-powered DMAX go-karts which provide a real challenge for experienced drivers and are the perfect fit to progress a driver’s kart control techniques.”

Motorsport UK is grateful to Daytona and its instructors for hosting these sessions. The all-important seat time compliments the regular training opportunities and enables the students to practice techniques and skills needed to progress through the sport.



DiSE students at Daytona Tamworth

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BTCC GOES BACK TO SCHOOL

Motorsport UK has launched a British Touring Car Championship (BTCC) themed activity pack as part of its Schools Education Programme.

Aimed at girls and boys in Years 5 and 6, the programme immerses pupils in the exciting world of the BTCC, looking at how the teams operate, with direct links to STEM activities.

These include a behind-the-scenes tour of the EXCLER8 Motorsport BTCC garage, the opportunity to try presenting with Louise Goodman, designing a steering wheel, and delving into the world of data to find that extra tenth of a second.

As the BTCC travels the length and breadth of the country, Motorsport UK will be hosting schools local to each of the 10 events at the circuits, to inspire the next generation of budding motorsport talents.

To take part in the programme please see www.motorsportuk.org/the-sport/schools-education-programme for further details.



The BTCC schools programme is a big hit with pupils and staff



Trying out the new BTCC educational packs

OGIO UNVEILED AS OFFICIAL LUGGAGE PARTNER TO ROKiT BRITISH F4

The ROKiT F4 British Championship certified by FIA welcomes OGIO as the series' official Luggage Partner.

Formed in 1987, OGIO is a perfect fit for the competitive world of ROKiT British F4 where adaptability, longevity and precision are key factors in Britain's FIA Formula 4 series. Known for some of the highest-quality performance bags in the world, every driver on the 2022 ROKiT British F4 grid will receive a branded OGIO Backpack at Oulton Park this weekend.

Michael Birch, Sales and Marketing Manager, EMA at OGIO said: "OGIO is delighted to be named as the official Luggage Partner to ROKiT British F4.

"As a proving ground for the motorsport stars of tomorrow, high-performance, versatility and innovation are crucial to succeed, making it the perfect stage for OGIO's range of storage and luggage solutions.

Hugh Chambers, Chief Executive Officer of Motorsport UK said: "It's great to welcome OGIO on board as the official Luggage Partner to the ROKiT F4 British Championship certified by FIA.

"The quality of the product range speaks for itself and will be an invaluable companion trackside for each driver on the 2022 grid."





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SUSTAINABILITY REPORT

TGR-E United competes in Nürburgring 24 Hours using synthetic fuel

Toyota Gazoo Racing Europe's volunteer team TGR-E United, ran a GR Supra GT4 in the 50th edition of the Nürburgring 24 Hours using synthetic fuel as part of the 'Race2eFuels' project.

TGR-E United's GR Supra GT4 was the first to compete in the Nürburgring 24 Hours using Racing eFuels98, a fossil-free and therefore almost CO₂-neutral synthetic fuel. "We want to show that a CO₂-neutral use of combustion engines is already possible today with the standard high-performance engine we are using in the GR Supra GT4", says TGR-E United team manager Jörg Martin.

The innovative product, called Racing eFuels98, is produced by Chemieanlagenbau Chemnitz GmbH (CAC) using a process developed by the TU Bergakademie Freiberg. Together, the two organisations operate Europe's largest test facility for eFuels. It has a theoretical production capacity of one million litres per year.



The TGR-E United Supra GT4 ran on synthetic fuel

Go Green at Le Mans

The Automobile Club de l'Ouest (ACO), founder and organiser of the 24 Hours of Le Mans, is introducing the first ever low-carbon ticket for a motorsports event. Just one feature of the new Green Experience for racegoers.

Mindful of the climate emergency, the race organiser has applied an ambitious carbon strategy, with the introduction of a 100 per cent renewable fuel on track – and trackside, with a new low-carbon admission ticket.

Anyone with a General Enclosure, Grandstand or Campsite ticket can pick up their "Green Ticket" if they're able to provide proof of the transport used to reach the circuit (tram or train ticket, registration document for an electric or hybrid car) at the Green Experience Kiosk located by the circuit's East gate. The Green Ticket comes with an array of benefits – 20 per cent off the full range of eco-friendly products in the Museum Shop, plus the ACO will €1 donate per spectator to a low-carbon project set up near the circuit. Green Ticket holders can also claim a free 2022 Eco Cup.

The Green Challenge encourages racegoers to choose eco-friendly food options, low-carbon transport, charitable

endeavours, and other responsible initiatives, and includes around 12 missions to complete. Those who achieve Finisher (5 missions), Podium (8 missions), Winner (10 missions) or Legend (all missions completed) status will be able to enter the prize draw, with the lucky winner treated to a first track experience in the hydrogen racing prototype developed by the ACO and GreenGT for MissionH24.



Hydrogen racing prototype developed by the ACO and GreenGT for MissionH24



Motorsport UK has commissioned an external environmental consultancy to calculate the emissions of motorsport in the UK. This baseline assessment will be a comprehensive study from grassroots to elite activity, allowing everyone to understand where emissions are coming from and in what proportion. This information will support future work to ensure the sport is more sustainable and will continue to demonstrate Motorsport UK's UNFCCC commitments.





Team Building in Oxford

Develop your teamwork at Bicester Hotel and Spa

No matter what your industry or hobby, team building is important for success. It encourages good communication, reduces stress, helps break down corporate boundaries, encourages cooperation and more.

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Add exciting team building activities in Oxfordshire to your corporate meeting or AGM. Offer your fellow colleagues an unforgettable experience, or strengthen the bond between your sports team, with one of a selection of team building packages at Bicester Hotel and Spa, near Oxford.

The hotel has many acres that can be utilised for various team building activities, and work with a local company that can offer tailor-made packages to suit your event. In 2020 the hotel introduced a 200m open water swimming lake which offers paddleboarding, raft building, kayaking. Plus, there is the exciting new Assault Course which offers the ultimate team-building physical activity or boot camp challenge.

Bicester Hotel and Spa offers a range of meeting and corporate team building packages that include:

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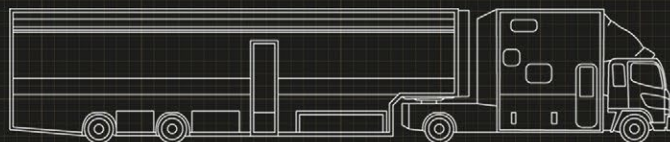
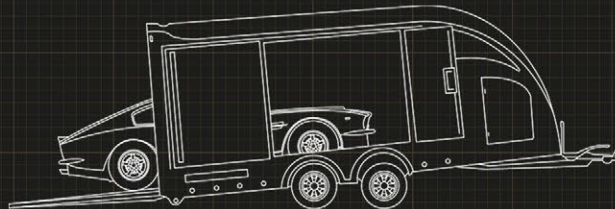
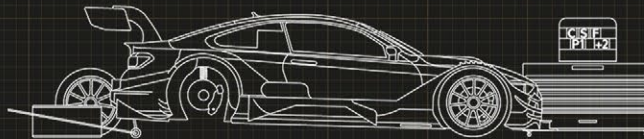
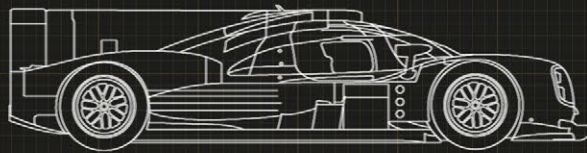
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INSIDE THE BRITISH GRAND PRIX

The British Grand Prix is one of the most historic motor races in the calendar and is now a highly tuned global spectacle that runs like clockwork. *Revolution* meets some of the UK team that helps put on the show. By Will Gray

As the cars line up on the grid for the British Grand Prix next month, the stands will be packed to bursting point, the world will be watching on screen from afar, and the excitement building to a crescendo. But behind the scenes, there will be a cool-headed team of individuals, ready to take control.

Silverstone's main event is one of the flagship races on the F1 calendar and while the FIA, Formula One and the teams bring the show, it is this group of carefully co-ordinated Motorsport UK officials who are the people that make it possible for the racing to happen.

"I attended my first Grand Prix in an official capacity in 2016 and I was amazed at the number of people that actually take part," says Reece Tarren, who this year will become Deputy Secretary of the Meeting for the first time. "That race was a real pinch myself experience and it was incredible to see everything come together."

"The Motorsport UK team is in charge of coordinating the sporting aspects of the event and this year there are almost 900 volunteer officials. We have a lot more officials than at a large national meeting because it is international series, a busy timetable and we have the pressure of the FIA and Formula One."

Peter Greenhalgh, the Chief Incident Officer, is one of the kingpins sitting in Race Control. He has been working on the Grand Prix for three decades and says it is "the scale of the logistics, the preparation and the commitment people have to give" that makes the event stand out from the rest.

"It is very, very different to any other and it is an incredible experience," he says. "It is a premier event so naturally there is a lot more hype around it, a lot more energy, and I think from a marshalling point of view a lot of people look at F1 as the pinnacle of motorsport marshalling."

>>>>>

The British Grand Prix at Silverstone is a coordinated effort of many UK officials and volunteers



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Peter Riches, the Chief Scrutineer, concurs. "For a lot of people it is something they do not get to do very often," he says. "We keep a core team and rotate some in and out every year, but we never put someone straight into F1 because if they have never done a big meeting, they will be completely gobsmacked with it!"

Tarren works with Secretary of the Meeting Cheryl Lynch and a small core team at the Motorsport UK headquarters. And for them, this year's Grand Prix actually started in November last year, because following a thorough debrief from the previous event that is when the call for officials officially goes out.

"It is almost a year-round process," Tarren explains. "After the event, we have a debrief with Silverstone, other senior officials, and representatives from the FIA, to work on how we can improve then late on in the year we put out online forms for people to apply for the next one.

"We decide on invites based on experience, so we like to know availability and event history and what people have done in the previous season. Then, sometime by early February, our chief marshals will have assessed the applications and invites are sent out to the track-based marshals in February."

From then on, it is a four-month planning process involving regular communication with the chosen officials as well as the development of the running schedule, which is an extremely thorough and detailed document prepared with input from Motorsport UK, the FIA, F1 and Silverstone.

As the weeks get closer, camping places are allocated – a complex task in itself, requiring hundreds of spots to be arranged – and officials are provided with more detailed information through a dedicated App that only they can access. The core team gets onto site on the Monday before the race, after which, Tarren says, it is "all hands on deck, every day" until the race is over.

"Once we are on site, we have to ensure that everything has been set up ready for the other officials," says Tarren. "A handful of them arrive on the Wednesday to support the Thursday activities such as FIA testing, light testing, and high-speed tests, then the majority arrive on the Thursday at the campsite.

"As well as all the marshals, we have a 250-strong track safety team that sits on the public side of the fence to ensure the track is safe from a spectator perspective and last year we also ran a welfare team for the first time, delivering food and water to posts to ensure people are kept hydrated and fed."

Once the event gets underway, senior officials such as the Greenhalgh and Riches are in the driving seat from a Motorsport UK perspective, along with the F1 Deputy Clerk of the Course and F2/F3 Clerk of the Course and the Chief Flag Marshal, all liaising with the FIA to ensure everything runs to plan.

"They are all very experienced in their roles and duties," adds Tarren. "In terms of making sure everything runs to schedule, they pull the strings."

The Marshals

Greenhalgh is the man guiding the marshalling team at the event itself, but his work begins with the marshal selection process. He also runs training through the year, which helps marshals get up to standard and gives him "a great deal of confidence in how the teams will respond" when the event goes live.

He arrives on site early, the week before the race, to work with the circuit to ensure it is prepared for the FIA inspections and that all is in place for the arrival of the marshals. That job includes getting 15 JCB tractors, a similar number of fire tenders, plus all the sweeper vehicles and recovery vehicles into position.

"The first part of the week is spent getting all that underlying infrastructure in place, then we generally meet the race directors on the Tuesday or Wednesday," he says. "We have a lot of conversations with them to discuss how to tackle things and to talk about any concerns from a safety point of view.

"We also go with them on their circuit walk to make sure we are all aware of where all the resources are. We check that signage does not impact marshals, that the teams can get out on track where they need to, that the safety gaps are open and that cables have not been laid in the wrong places and are not in the way."

The next phase is sign-on, and Greenhalgh takes a hands-on approach to ensuring his near 200 personnel are at the circuit, are given their tabards and KERS protection gloves and have everything in place to go out and be ready for him to call upon whenever he and the FIA requires.

Whenever the cars on the track he is in Race Control – F1's version of Space X HQ – and ready to respond to whatever actions are required. The building, which is sat inside Silverstone's now famous Wing building, is the beating heart



**Deputy Secretary of the Meeting,
Reece Tarren**

of the event, with commands filtering down from the FIA Race Director himself.

“It often looks serene when you see it on TV, but it can be very frantic in there,” says Greenhalgh. “I sit with the F1 Deputy Clerk of the Course and the FIA team, including the Race Director, who sits in front of us. A lot goes on to ensure all is co-ordinated and cars are released in a timely fashion to get to the right places.

“When the track action starts the FIA controls things like lights and start procedures and our role really kicks in when incidents happen. The teams on the circuit radio call in and explain what is happening and in Race Control we watch the cameras, moving and zooming them to see what support might be needed.

“The FIA provides their input on what they would like us to do, and we tell them what resources we would like to deploy. Once they are satisfied with the response, they will allow us to release those resources, whether that is marshals, rescue units, JCBs, or whatever we need.

“There are many times when I have sat in race control when things are going on, taking a deep breath because you know there are risks involved with everything that is happening. The key is just trying to control those risks and minimising them in what is, ultimately, a dangerous hobby.”

The Clerk of the Course can change from year to year, but Greenhalgh has worked with most of them in the last 30 years, building strong relationships that help in those challenging moments. And although the FIA's Race Directors are new for this season, there is past experience in place to draw from there too.

“It takes a while to build up relationships with anyone new,” says Greenhalgh. “We will just try to demonstrate our capabilities, knowledge and experience and make sure they know that we run operations at Silverstone weekend in, weekend out and that we know the capability of our marshals.”

Chief Incident Officer Peter Greenhalgh



Marshals clear the track while the racing continues behind the Safety Car

Fortunately for Greenhalgh, the marshals he co-ordinates are regularly recognised as some of the best in the world. Indeed, many of them are invited to overseas races to impart their knowledge and experience at F1 events where officials are less well drilled in track operations.

Every member of the team must have marshalled in at least 12 club days over the previous year to get a place and many have a great number of Grands Prix under their belts already. However, one of the biggest challenges for Greenhalgh on this big weekend is holding them back.

“At most events, whenever marshals are on the bank they can respond instantly to an incident, using their discretion to go out on track if it is safe, without having to ask permission from race control,” explains Greenhalgh. “At the Grand Prix, we have to wait for FIA clearance before we can allow any marshals to go trackside.

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“When we see something happen, we have to request permission from the FIA, who then review it and decide whether it needs safety cars or how we should respond to it. I then radio that from Race Control to the lead on the corner and only then can he or she release their marshals.

“The teams on the ground do all the work. I watch them, I am communicating with them to make sure they get as much information as possible, and we support them, but they are the key part. Our role in Race Control is to remain calm and make sure that we give them the right resources at the right time.

“We try to make the Grand Prix the same as any other event in the way we respond. We try to avoid doing anything differently because we are very well drilled on what we do at normal meetings, and we just need to keep that in place for the Grand Prix.”

While there are plenty of stresses and strains for the marshalling team throughout a Grand Prix weekend – just as there is on a club meeting, albeit on a lower scale – one of the most important roles for Greenhalgh is to make sure officiating the event remains fun and people keep coming back for more.

“Whether you are in race control or on the circuit, participating in the Grand Prix is a good laugh,” he concludes. “You have to get on with the people you work with because you are in a confined space with them for very extended periods of time and you need to enjoy it! But as soon as

something happens it is fantastic watching everyone just click in, be professional and do the right thing.

“We are all volunteers – even for me, this is not my day job – but we always do our very best with all sorts of things being thrown at us and plenty of challenges. F1 goes to many circuits around the globe, all with differing levels of officiating, and we work hard to show that we are some of the best in the world.

“The most satisfying thing is seeing that team come together and deliver a safe event, making sure we have done everything in a safe fashion to preserve life, protect people and clear incidents as fast and as safely as we can. If we reach the end of the weekend and have satisfactorily achieved that, I am a happy man.”

Scrutineers

Riches heads up a colossal team of 47 scrutineers at the meeting, working with the FIA to ensure all the F1 teams and support race teams comply with the regulations. He started scrutineering at the Grand Prix 40 years ago and this will be the 31st year as Chief. Through that time, things have changed significantly.

“When I first started, we had about 10 or 12 scrutineers for the event,” he recalls. “There was F1, a lot of big national race series and a few races Bernie Ecclestone ran. The cars were a lot simpler, and each country did its own scrutineering. No FIA people were involved at all, we just decided ourselves what to check.

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Memories from Race Control

During his time in race control, Peter Greenhalgh has experienced a rollercoaster of emotions. We spoke to him about three of his most memorable moments.

Tyre failures – 2013

Lewis Hamilton was leading when he suffered a dramatic tyre failure eight laps into the race. Shortly after, the same happened to two other drivers and the safety car was deployed, with all teams warned to keep their cars off the kerbs and marshals being sent out onto the track to clear the debris.

"This was one of the hardest Grands Prix I have ever done in race control. It was manic. We had to get marshals out trackside in front of the safety car to look for debris, so I was watching the GPS to see where all the cars were on track and it was my voice advising all the marshals when to go out and making sure everyone was clear of the circuit by the time the pack arrived."

"I have never done so many radio messages in a Grand Prix – by the end of the race I had done 180 – and every time I was aware I was asking one of my friends, my colleagues, to go trackside, potentially in front of a car. It was very, very stressful but it was also satisfying that we worked so well with the team there and we succeeded in clearing what we did."

Verstappen/Hamilton collision – 2021

Title contenders Max Verstappen and Lewis Hamilton collided as they went into Copse corner on the opening lap, sending Red Bull driver Verstappen straight on into the barriers at a ferocious speed.

"We were watching it on the cameras, and we could see it was going to happen. When it did, it was very, very fast and

everybody responded in a way that we would have expected. It was one of the front battles in the race, but for us it did not make any difference at that point. We just knew we had a car in the barriers, it had gone in very hard, and we had to deal with it.

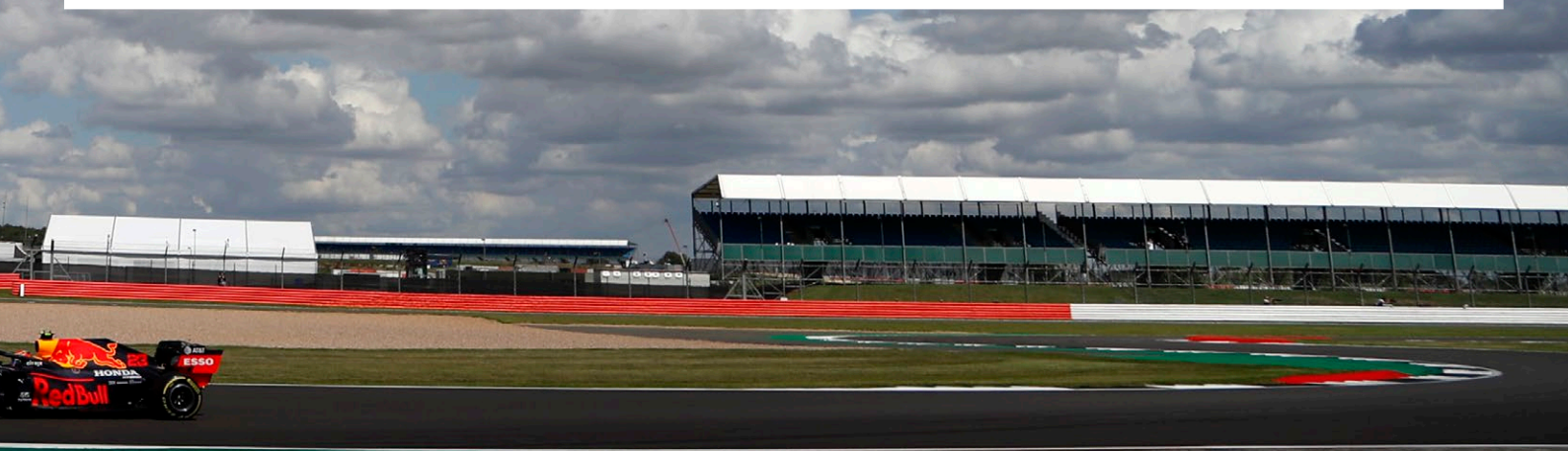
"Because of the electrical systems onboard F1 cars, we had to wait to make sure the car was isolated before we could allow the marshalling team to go for it. That added stress, but they were there quickly once we could release them and it was fantastic to see to see all the training the marshals have done coming together with the driver getting out and the team being able to move them to a place of safety, remove the car and get the barriers rebuilt."

Priest on track – 2003

This dramatic incident occurred on lap 12, when Father Neil Horan scaled the debris fencing and ran onto the Hangar Straight as cars sped past him at over 150mph. He then ran towards the exit of Becketts before being tackled by a marshal and later arrested.

"This was one of my early years in race control and I was on the radio. All of us spotted him come onto the track at the same time and it was a case of 'what is that on the camera? Oh my gosh!' I think everyone in race control had an OMG moment and then it was straight onto the job because we had to neutralise it fast."

"The FIA immediately responded with the launch of the safety car. I went onto the radio and told my team on the ground if it was safe to intercept him, to do so. The key thing there was those individuals knew exactly where he was and where the cars were going, and they had to make that judgement call. Asking them to tackle him was a heart-stopping moment, but it is what we do."



"Then the FIA began to bring a few people and a set of weighing scales. There was [then FIA president] Jean Marie Balestre, who watched the weighing, Gabriel Cadringer, Head of the FIA Technical Department, and Mimi the van driver, who had a wine business and brought more wine in the trailer than measuring equipment!"

"When [former F1 Race Director] Charlie Whiting took over as F1 Technical Delegate it grew and got more organised. As time went on, the cars got more complicated, and the FIA team got bigger. That is why we are now where we are this year – to have 47 scrutineers now is a staggering number when you think about it."

That team is split across F1 and its support races, with a Deputy Chief among 27 on the F1 side and a Deputy Chief and Assistant Chief leading the rest on the support races. They all assist the FIA in an observational capacity and Riches quips: "We are the eyes and ears open, mouths shut division."

Each of F1's ten teams is allocated two dedicated scrutineers for the Grand Prix weekend. One of these spends their time observing the team in the garage and the other has the sole job of looking after tyre movements, as cars have limited sets and their usage is tightly controlled.

"Every time a tyre comes off a car it is scanned on a handheld scanner and the info zaps straight to the FIA through the node in the garage," explains Riches. "One scrutineer observes this while the other looks for technical changes during the sessions, noting down what was changed in case the FIA wants to check."

Peter Riches and team

"We also have some non-allocated scrutineers because people have to go to the toilet! And if a team has permission to repair a damaged part, we sometimes also need a third scrutineer to go to the back of the garage and watch to make sure they are repairing the part not changing it for a different one."

"In the garage, the scrutineers have to work with engineers on the team, so they know exactly what has been changed. A lot of people in the teams have seen the scrutineers in lower levels of motorsport, so there is quite a lot of rapport in the UK, more than in other countries."

"After qualifying, the cars go into parc fermé conditions and the scrutineers take one car each. They stay there the whole time and record everything that is done on their car. If a team is cleared to repair damage, they also check only permitted parts are changed and obtain the old parts for the FIA to be impounded."

Once the FIA has fitted covers and seals on the cars on Saturday night, a camera sits over each car feeding into a CCTV-style monitor. The team can then leave and the FIA's late shift takes over, watching through the night in case anyone touches a car before the parc fermé is released in the morning.

In addition to the F1 team-focused roles, support scrutineers are dedicated to the F2 and F3 paddocks as well as the Porsche Supercup and the W Series, while others are assigned to help the FIA with the weighing platforms used to randomly check the cars in all categories.





Race Control is the nerve centre of the weekend

That role will bring added challenges this year, as Riches explains: “The F1 platform is completely new because the new F1 cars have aero parts underneath, rather than flat bottoms. So, it is now a four-post rig that picks the car up and it also has a selection of lasers to scan over the bodywork profiles top and bottom.”

Just as marshals need to have good prior experience to take part in the Grand Prix, scrutineers are all highly skilled thanks to their involvement in similar roles on the national scene. As F1’s demand for scrutineers has risen sharply, however, Riches says it is becoming increasingly difficult to recruit enough skilled personnel.

“Finding 47 scrutineers has not actually been that easy,” states Riches, a little surprisingly given the prestige and exclusive access the role offers. “I always used to get over subscribed but after the sprint race last year, several people who were part of my core team said the hours were too long so have stepped down.”

That should not be the case this season, as Silverstone will run the traditional format again, but it still takes time to build the skills required and Riches adds: “A referee will not take hold of a Premier League football match until they have done lower leagues. It is the same with scrutineering.

“You have to spend a couple of years on the club scene before starting to think about a Grand Prix. You have to do all the training courses, fill out the manual, complete the logbook, and you really need to have circuit experience as opposed to rally, as we need that specific background and understanding.”

Those who do get the chance to get involved become part of a very exclusive club and Riches concludes: “Seeing the inside of an F1 garage is amazing for many motorsport fans, let alone being able to work with some of the best teams and drivers in the world. It really is the pinnacle and that is what being a scrutineer can offer.” 🌀

Applications

Motorsport UK receives a lot of applications from people wanting to volunteer at the Grand Prix and the process for the 2023 event will begin around November this year with the release of the 2023 formal application form.

To be eligible to apply, marshals must be registered with Motorsport UK, be a Motorsport UK club member, have held the correct grade for more than a year and have marshalled a minimum of 12 days at Motorsport UK or FIA licenced circuit race events during the preceding season.

Due to the number of applications, meeting these criteria does not guarantee selection and priority is given to officials who are available to attend all three event days and are available to sign-on and attend additional training sessions and briefings on the Thursday before the event. The roles covered in this application process are:

- Post Chief
- Incident Officer
- Flag Marshal
- Track (Incident) Marshal
- Paddock Marshal
- Pit / Grid Marshal
- Fire Tender driver
- JCB Snatch
- Driver Recovery / Marshals' Minibus
- Race Communications
- Race Phones
- Rescue (Silverstone unit personnel)
- Breakdown (Silverstone unit personnel)
- Marshals' Welfare Team

Chiefs, deputies, and assistants in all roles are appointed once the application process is complete.

Other roles that can be applied for but are appointed outside of the standard application process are:

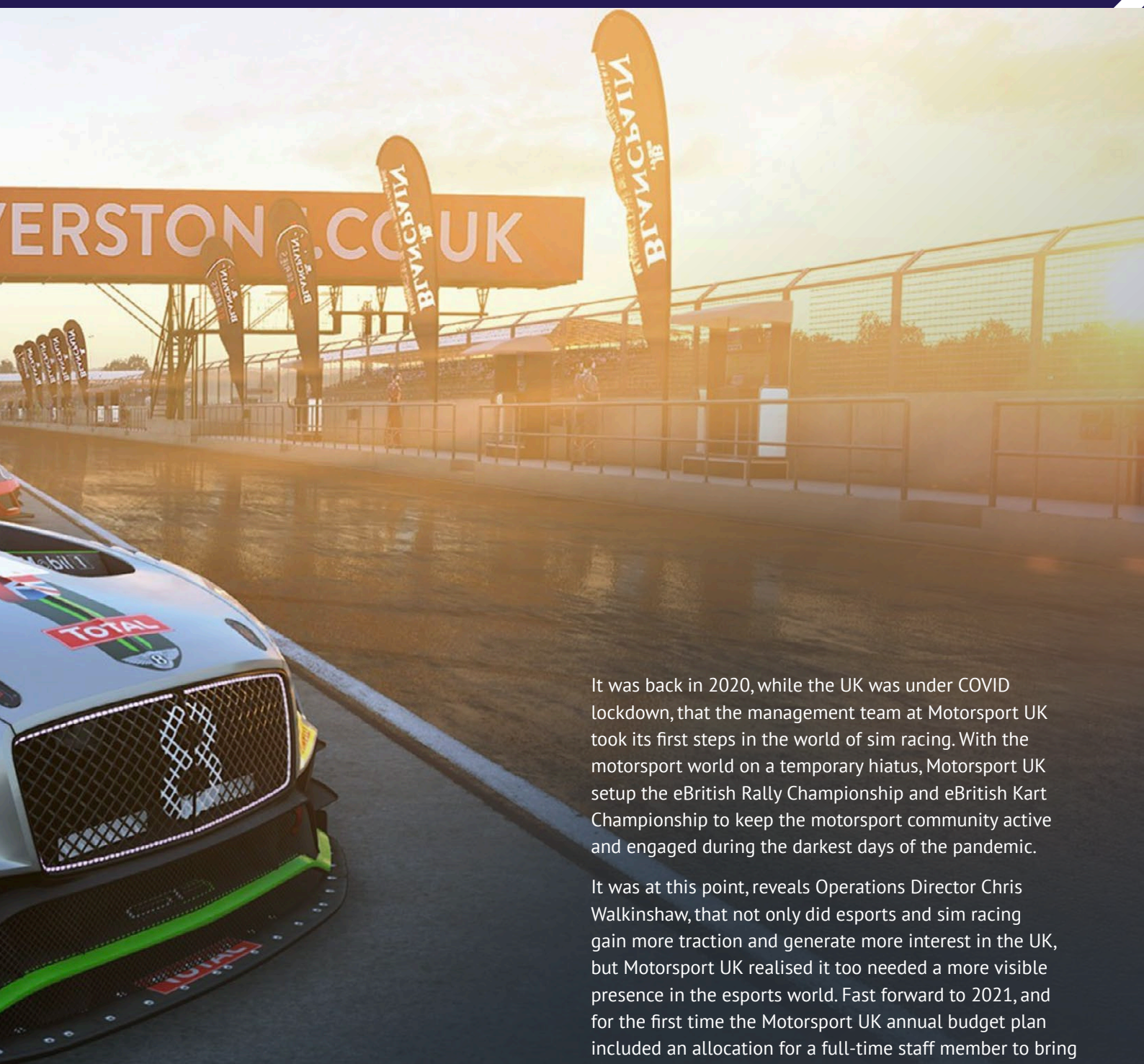
- Clerk of the Course
- Stewards
- Medical Team
- Scrutineers
- Sweeper personnel
- Independent Rescue Unit personnel / Independent Breakdown personnel

If you are interested in these roles, please contact Motorsport UK at bgp@motorsportuk.org to find out more.



SIMULATE TO STIMULATE

Sim racing is a growing esport and Motorsport UK is determined to take it further



It was back in 2020, while the UK was under COVID lockdown, that the management team at Motorsport UK took its first steps in the world of sim racing. With the motorsport world on a temporary hiatus, Motorsport UK setup the eBritish Rally Championship and eBritish Kart Championship to keep the motorsport community active and engaged during the darkest days of the pandemic.

It was at this point, reveals Operations Director Chris Walkinshaw, that not only did esports and sim racing gain more traction and generate more interest in the UK, but Motorsport UK realised it too needed a more visible presence in the esports world. Fast forward to 2021, and for the first time the Motorsport UK annual budget plan included an allocation for a full-time staff member to bring Motorsport UK the relevant expertise in the esports arena.

“It was identified that Motorsport UK needed someone with a dedicated focus on the esports and sim racing environments”, say Chris, “to take ownership and put some energy behind it.” At the time, the team lacked the necessary market expertise, so a new position of Esports Manager was created. Motorsport UK CEO, Hugh Chambers, while working with the FIA Commission and working groups with other ASNs, could see the momentum building with the growth of esports, and he knew that Motorsport UK needed to move forward and increase its own development in the area.

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With lots of questions about Motorsport UK's position and level of involvement in esports still unresolved, Paul Crawford joined the team in January 2022.

"I have over 10-years' experience in esports", reveals Paul, "which is quite rare, having started out at Silverstone Circuit in its contact centre, I moved on to event management and was involved in all the very innovative Nissan GT Academy programs from 2010 through to its conclusion in 2016. After that I managed Mercedes' F1 Esports team in the Pro Series and helped to manage the Worlds Fastest Gamer event. Most recently I was the operational lead on the successful lockdown activation The race All-Stars Series and Legends Cup."

"When I learnt that Motorsport UK were looking to move into esports I thought it would be a very positive move for the industry as whole and add credibility, but only if the strategy was right."

"It was great to learn that Motorsport CEO Hugh Chambers is an advocate of esports and had delivered a successful esports activation in his previous role at World Sailing. Having that understanding of esports from the start was very important, so that we could hit the ground running with a strategy without having to sell in the positives of esports."

"When I first joined it was key to discover what, if any, esports activations had gone before and to gather the information around those. On a more strategic level I was certain that Motorsport UK should not (over) replicate real-world motorsport and introduce licenses and permits, adding

barriers to entry, I therefore had to make sure that I communicated this from the start."

The links between real-world racing and esports may have been accelerated by the imposition of lockdown, but for many professional drivers, and motorsport fans craving the spectacle of racing, the leap across the digital divide was not such a giant step to take. Preliminary data suggests that within the esports community, around 20 per cent of members are also active in real-world motorsport, as either competitors or marshals. For professional drivers who have access to, or a requirement to use, sim-based training and development tools, the move into esports, either as a professional or simply for pleasure, is a very quick and easy transition.

So where does Motorsport UK fit in to the esports world? Well, just like real-world racing, start-up cost is a key factor. For a first step, the home games console – Xbox or PlayStation and other platforms – offer a good introduction to online racing for only a few hundred pounds – one of the lowest entry costs of any motorsport.

For those who want to pursue a greater level of immersion, the purchase price of a home-setup simulator – PC or console based, software, and a basic wheel and pedal control interface can quickly run into hundreds of pounds. "Sixty percent of our survey respondents listed cost as one of their barriers to entry," says Paul. "You can get second-hand equipment and get started racing on multiple different games, but once you move on to the 'prosumer' level, then £5,000 on a simulator setup, with upgrades to pedals,

F1 Esports Pro Series at the Gfinity Arena





World's Fastest Gamer

Miami's Fastest Gamer event 2020 – an example of a LAN sim racing competition

monitors and so on, is not uncommon.” Here the similarities with real world motorsport are equally apparent, but Paul is quick to point out one key advantage the sim world has, “Once you have bought it, you can then race as many times as you like, wherever you like, without any extra costs”.

But with high costs, comes great uncertainty. How do you know what is needed? What equipment is suitable for which racing series, and how can you filter out some of the more tribal or commercial voices. “One of the second barriers to entry we have found,” adds Paul, “is that people are unsure what equipment to use or purchase. It’s quite confusing. At Motorsport UK we want to be the unbiased voice of reason that can help people get started.”

“Once you have decided what equipment to purchase it can also be confusing and hard to find communities and leagues to race in. Therefore, we feel, as the governing body, Motorsport UK should create a centralised hub for sim racing in the UK and provide an area where there are recommended or affiliated communities for all the different games that have been vetted by Motorsport UK. This then cuts out the sifting and research process for users and helps build and support the existing communities. This will also be the same for driver coaches, setup shops and equipment suppliers.”

Maximising assets

The appointment of Paul as Esports Manager is just part of the Motorsport UK commitment to the continued development of sim-racing in the UK. The opportunities offered by the sim-environment for training, coaching and skill development are huge. Motorsport UK has invested in its own esports suite based at HQ in Bicester. This has been developed with the aim of supporting the programme outlined by Paul, but also as a tool and resource for the Motorsport UK Academy and Coach Development programmes.

“We know the importance of quality practice in sport when it comes to gaining that extra margin against other competitors,” adds Katie Baldwin, Motorsport UK Competitors Pathway Manager. “Of course, there are plenty of performance areas which can be developed outside of the car, but when it comes to technical and tactical skill-based elements, you really need to be behind the wheel, and regularly”.

“From a talent development perspective, the benefits of simulated opportunities are huge. While there are obvious differences between real-life and online driving, esports allows the opportunity for repeatable practice, competitive opportunities, and the development of fundamental and transferrable driving skills in an environment which is far more accessible for many drivers – removing barriers to entry.”

“We have ensured that the Motorsport UK Academy programmes are aligned to simulated development opportunities which go beyond just the driving element. With the new simulators at HQ, not only can we focus on specific technical and tactical skills, but also replicate specific situations, or conditions, that individual drivers need to improve – for example weather conditions or session type such as qualifying. We are also able to link other performance factors to the sessions, such as human performance and sport psychology, using the simulator to aid understanding of what drivers need to do to ensure they are in an optimum state for best performance.

A wider audience

With such an asset at its disposal, Motorsport UK has been able to expand its training for safety personnel – not necessarily the most obvious choice for a sim user – but a very relevant one as Paul explains, “The safety team were using the simulators and recreating incidents on track and working out ways that collisions should (or could) have been avoided”. This makes it an education tool for the safety team as well, helping with driving standards assessments in an anonymous setting.

It is not just students, from the Academy or junior members of a race team honing their craft, that can benefit from access to the sim environment. “We have had coaches come in use the suite to work with drivers while being assessed for their certification,” adds Paul. “The sims can be used to teach coaching skills, not just the driving aspects. The sims remove the need to visit a circuit, film the session and then review. It can be done here on sim instead. We are helping to educate them on these possibilities.”

Game consoles are great introduction to sim racing

DiSE – esports inclusion for 2022

For the first time in 2022, the programme will include a BTEC Level 3 in eSports. This will expand opportunities within the motorsport industry for graduates, while also enhancing the development experiences.

Simulator training provides opportunities to put technical and tactical theory and learnings into practice while ensuring transferability of performance principles between digital and real-world driving.

Katie Baldwin, Competitors Pathway Manager at Motorsport UK, said, “The developments to the programme reflect the developments in the sport in recent times. We are looking forward to utilising technology to provide simulated and virtual training, bringing the various elements of the classroom life and providing a more inclusive and accessible route into, and out of, the talent pathway.”

“We also use the simulators as a tool for upskilling and developing motorsport coaches,” confirms Katie. “We are working on a coach development programme including a qualification in motorsport coaching. The simulators will be essential to the delivery of this programme – ensuring that coaches can be efficiently trained in a group environment with the flexibility of setting up various coaching scenarios and assessments to monitor competency. The integration of simulators into the qualification will also ensure that simulator hardware and software is covered as a module in its own right and will allow coaches to guide drivers to get the most out of the equipment and platforms, whether they are using it for training or competitive esports purposes.”



Next steps

Motorsport UK has been moving very carefully and developing its strategy for the role of governing body of UK sim racing.

Its role in esports will mirror the relationships Motorsport UK has with motorsport clubs in the real world. It will embrace the existing communities as the event organising clubs, supporting them to make more unique and exiting competitions available to their users. Most of all Motorsport UK wants to focus on making a very fractured ecosystem easier to navigate for those who are new to sim racing, while encouraging seasoned competitors and providing new competitions for them to demonstrate their skills in.

One of the key benefits of sim racing, and of any esport, is that you can participate from wherever you are. Paul is very clear that adding any form of licensing or permit-style bureaucracy would only increase the barriers to entry, and this is not what anyone wants to see.

“Our plan is very much to work with sim racing communities, to nurture and add credibility. What we don’t want to do is take the fun out of it – or stop anyone from doing what they are already doing and enjoying,” declares Paul.

Motorsport UK Academy drivers using the Bicester-based sim suite

“Where we decide to setup and run our own esports championships – a professional level esports event – then we will apply our own rules and regulations accordingly, just as any officially sanctioned British Championship would be.”

“Equally,” adds Paul, “we have our own standards regarding language and safeguarding code of conducts, which we will apply to any community event we organise.”

So, while there may not be any changes to the existing communities of sim racers, Motorsport UK is planning to offer additional racing opportunities to those who crave a more official, sanctioned, regulated, professional championship in which to compete in. 🌀





Ricky and Loukas visiting the ROKiT Venturi Racing Formula E team

LGBTQ+ IN MOTORSPORT

Ricky Hawkins is a marshal, the Snetterton Marshals Group's social media and website co-ordinator and one of five members of the Motorsport UK LGBTQ+ Sub Committee. Inspired by a mention of marshalling on TV by F1 commentator Martin Brundle, he started trackside at the age of 17. Now, 14 years later, he is engaged to a fellow male marshal and is helping the sport's efforts in encouraging and expanding diversity

I met my fiancé, Loukas, through motorsport. I had an email from him expressing his interest in becoming a marshal, we exchanged emails, met a few times and here we are, six years later, having marshalled at different circuits all around the UK and Europe, including in Formula 1. We both proudly wear Racing Pride patches and rainbow flags on our overalls, as well as the rainbow laces on our boots.

It was quite nerve wracking when I started. There would be the 'banter' on post about people of the opposite sex and genders but as time went by, I began to feel like I shouldn't be ashamed of who I am, as it makes no difference to how well you can marshal! Since 'coming out', I have not experienced any negative comments from anyone – and the marshals who are part of my crew at Snetterton have been awesome – even wearing rainbows to show we are an inclusive group.

On the whole, though, I feel that motorsport is still perceived as a macho male-dominated sport. A few drivers are open about being LGBTQ+, which is great, but the majority of open LGBTQ+ members of the motorsport community are not 'everyday names' so may not be in the public eye. Although things are changing, as is the world around us, we still have some way to go to achieve overall acceptance of LGBTQ+ within the preconceived idea of motorsport.



Rainbow Laces on show at the ExCel for Formula E

I organised a motorsport careers day once at the school where I work, and a student spoke to me afterwards and asked if he was able to be a marshal. I told him that even at the age of 14 there was a role for him, and he responded by saying 'no one else knows, but is it ok even though I'm bi? Am I allowed?' I reassured him that it didn't matter who he was, so he got involved and continues to attend and be thankful to this day.

I have also had a couple of marshals reach out to me on social media who were coming to terms with 'who they are' and to be able to help them during these stressful and difficult times has been truly heart warming. There was one in particular who was about ready to quit due to the 'banter' on post. They were unable to cope, but after chatting and offering support, they spoke to their Chief Marshal, people moved to different areas, and they have returned to the track.

The LGBTQ+ Sub Committee was set up in 2020 to help with these kinds of issues and we regularly meet to discuss ideas and feedback. I feel that the work we have done is now beginning to show.

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We started with some of the basic things such as the wording in documents and including pronouns and genders so that people feel included from the outset. These have been slowly implemented over the last 12-18 months and many clubs are adapting their forms to suit, while commentators are using them to add to the inclusivity of the event. We have also talked about whether venues could include more gender neutral spaces and facilities – this could really help trans and non-binary people to feel more comfortable at events.

I think it is also imperative to have LGBTQ+ role models in all areas of the sport, as this allows people of all ages to view them in a positive light, showing that no matter who you love, what your gender is, it makes no difference to being successful in the motorsport community. The Racing Pride Ambassadors are great for this and having allies like Sebastian Vettel and Lewis Hamilton wearing pride colours on clothing and helmets within F1 helps too.

It was so refreshing to see Sarah Moore become the first open LGBTQ+ driver to stand on a podium at an F1 event recently in the W Series, while off track, there are growing numbers of LGBTQ+ marshals, commentators, and clerks that I have had the pleasure to meet around the country. The work of the EDI Committee enables us to showcase this diversity and I hope the number of LGBTQ+ participants at all levels will continue to grow.

I understand some people feel 'less confident' about marshalling with LGBTQ+ people, so it is important that we work on that area too. I think the best way for people to gain better understanding would be to go to the Racing Pride Ally Pack, or the Stonewall websites, to gain tips and ideas of how to break down barriers. It will allow them to discover issues that



Ricky and his fiancé Loukas at the London e-Prix




Racing Pride Ambassador Ricky showing his colours alongside the pride flags on the Venturi Formula E car

could arise and how to prevent these from happening. It can be easier said than done, but sometimes just talking can help.

We can continually improve things in all areas, from grassroots to worldwide FIA sanctioned events. We can all do more to be inclusive by, for example, having a greater awareness of key terminology and inclusive vocabulary. As a starting point, if you are unsure of a person's gender, maybe due to a unisex name, refer to them by 'they'; ask a gender-neutral question like 'do you have a partner?'; and maybe when you meet someone for the first time, include your pronouns when you introduce yourself. It may help the person feel more at ease.

These small changes can have a huge effect on people. And ultimately remember, motorsport worries about how fast you can get from A to B. It doesn't mind who you are, what ethnicity you are, what your sexuality is or how you identify. That doesn't have any bearing on how well you can drive a car, how well you can repair or build a car, or how well you can talk or write about racing. It doesn't affect how well you can wave a flag, push a car, or follow technical regulations.

All that matters is you enjoy what you do, and the sooner people don't need to 'come out' the better. We are who we are, and it shouldn't be such a big deal. Motorsport is for all. 



Motorsport UK wishes to reiterate the importance of diversity and inclusion within the sport. Thanks to Ricky for his story and to the EDI committee and subcommittee members for their support to make motorsport a diverse and inclusive sport.

Incidents of behaviour and / or actions that do not meet this commitment through Motorsport UK's Race with Respect initiative can be reported. Incidents could have happened at or outside an event and can be reported anonymously or formally via [EMAIL](#)

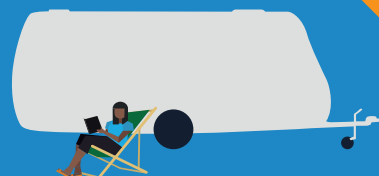
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Sporting Car Club of Norfolk

Faced with ever dwindling numbers, five years ago this club put a focus on grassroots motorsport and, thanks in part to a fleet of Nissan Micras, it is now going from strength to strength

“The idea had always been there, it just took someone to bite the bullet and go for it,” says veteran club member Howard Joynt. “We always used to talk at Committee about getting a car so people could come and try what we do, but that was as far as it went.”

That was until 2017, when Joynt decided to spend £200 of his own money on an old Nissan Micra, setting in motion the tactic that has made the Sporting Car Club of Norfolk (SCCoN – or “Scon” as it is known) a modern-day success story.

“It has grown a bit, I’m afraid,” laughs Joynt. “What started off with a couple is now 14 Micras! We now run a ‘Micra Challenge’ where anyone that borrows a club Micra or turns up in their own can accumulate points in various disciplines.

“I am not suggesting it is the only reason for growth, but it makes a real difference when we are out promoting the club and the person showing an interest asks how they can get involved and when we are next doing something.”

The biggest challenge for motorsport are the barriers to entry compared to other activities – after all, providing the kit is not as easy as, say, a cricket club keeping a stash of bats and pads or a hockey club having a bag of sticks in the locker.

Although used car prices are currently high, however, Joynt believes buying in a single vehicle to support a club is not beyond the realms for some, and he adds: “I picked them up for £200-250, but if you were lucky, you might still find one for £400-500 now.



“It is a whole different ball game, but the club was not committed to any cost or ongoing commitment, and if people want to make a contribution towards petrol, which is an ongoing cost that it does now cover, they can do that.

“We give 14-year-olds free entry, so we have no barriers whatsoever, and we keep the costs down to a bear minimum. That has been a real success. I think membership when we started was around 80 and declining. This past weekend, we hit the 200 mark.”

Having more than doubled in size over the last five years, with around half of new members also actively getting involved in aspects that help to run the club, there is now much more impetus and more hands available to run events.

One of the newcomers, Dave Saint, is now the club's Membership Secretary. He says: “We have had more people join the committee – there are now 13 of us – and since I took on my role last year, I have seen the membership continuing to grow considerably.

“That really does seem to have stemmed from holding the Production Car Autotests (PCAs) and the availability of a cheap event for people to come and try something they have never done before.”



Running a Trial event gives the club extra breadth

Two fellow Norwich car garage owners formed the club in 1951. Joynt says it was “a typical post-war situation, where things were starting to look up and people wanted to have fun doing a bit of motorsport.”

It was back on the rise long before last year's 70th anniversary, and another important part of that journey was becoming part of a 12-club collaboration, under the Anglian Motor Sports Club (AMSC), where everyone works to support motorsport in the region.

“In the past, we organized full-blown Stage Rallies as an independent club, but when we were around the 80 mark with membership, we had to be honest with ourselves and say, ‘we do not have the wherewithal or manpower to put that kind of event on,’ adds Joynt.

➤➤➤➤



The line-up of Micras

"We weren't alone. West Suffolk and Eastern Counties are very local to us and were struggling and it was out of that the Anglia Motor Sport Club formed. It created a pool of people co-operating to the same ends, helping each other to get something going."

Saint, who is a marshal and has never competed in an event himself, joined three years ago and is now responsible for sending the regular emails on SCCoN events and those of others in the area, to keep people informed of what is going on in the local Club scene.

The list is long, and he says: "As a club, we do a lot of 12 Cars with the occasional Scatter thrown in as well. We do PCAs, a Trial around November time, and we run our annual Classic Car Run in the summer, which always draws a big crowd."

"Depending on the event, you will see a completely different crowd. There is something for everyone and it is all grassroots motorsport. Nearly all the events we organise you can do in your own daily drive car. That is the whole ethos of the club."

The SCCoN is, understandably, one of the clubs to have embraced the recent launch of the StreetCar campaign (featured in this issue of Revolution), which aims to place a national spotlight on the very grassroots events that have helped the club to grow.

"We try to be very active and if you are trying to attract people, you have to have something to attract them for," says Joynt. "The committee agreed to the StreetCar Charter because, really, it is what we do anyway, just with a StreetCar name on it."

The Club runs successful AutoSOLO events for many types of cars

"That will help promote things further and now we are involved, a Taster event is on the cards. AMSC did one where people showed how they got into motorsport, and we had one new member come to us out of that."


"Recently we had an evening event at Snetterton, and we had two families come along who had never competed in anything ever before and a 14-year-old who had never even driven anything before."

"He was given the automatic Micra and a guardian and had a whale of a time. It also attracted a couple of marshals and they said, 'We know you need marshals, but having seen everyone enjoying themselves we'll have a go at this too if you don't mind!'"

There is no doubting that as time has evolved, the club has changed. There are different faces on the committee and different events on the calendar, but the core of it all is still just as it was in its days of origin.

"The thing to stress is that although all our events are competitive and they are all run in the proper way, the thing most people take away from them is that everyone always seems to enjoy themselves," concludes Joynt.

"There are always huge smiles all around with people saying how much fun they've had. Not everyone aspires to the top echelons of motorsport and grassroots is something that is great for people to enjoy."

The club will run a major social event alongside its flagship Classic Car Rally at Snetterton on 31st July. It will include a PCA on grass, a gymkhana and two live bands. To find out more and to get involved, visit www.scon.co.uk 



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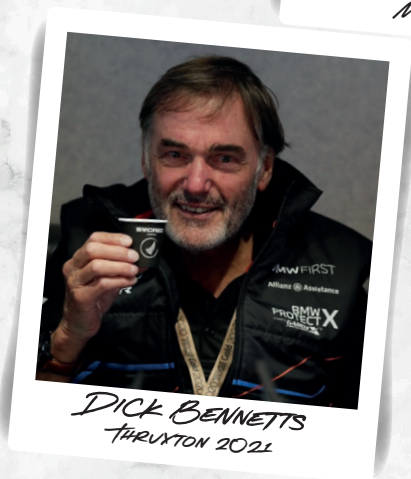
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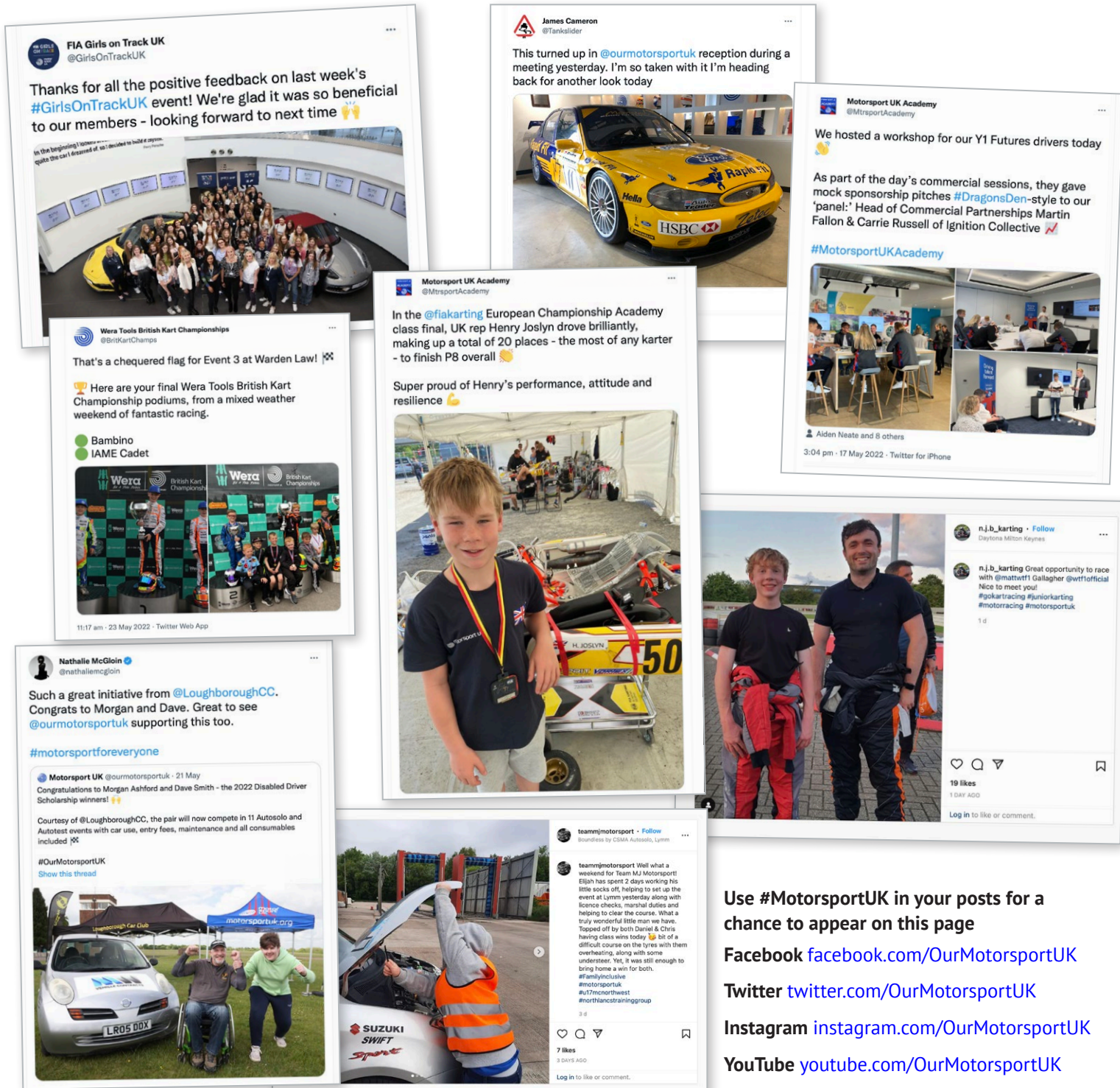


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Highlights from the past month on social news feeds

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MY MOTORSPORT MOMENT



John Cleland in the Vauxhall Cavalier takes on Steve Soper in the BMW at Brands Hatch

Gaucha Productions / Newspress



John Cleland is a Touring Car legend. He won the BTCC title in his debut year in 1989 and again in 1995, achieving 17 victories and 98 podiums during his time in the series. He also competed in the Australian V8 Touring Car championship, Bathurst 1000, and British GT. He now continues to run the family car garage in Galashiels.

Event: Thruxton, Monroe Production Saloon Championship

Date: 1980

Car: Opel Commodore



I didn't race at all until 1980. My father was the main scrutineer for Scotland doing all sorts of events and he had been around when people got killed, so he did not want me racing cars. Instead, I did some rallying and I competed in the UK hillclimb championship – in a Chevron B8 that ultimately ended up being owned by Stirling Moss!

So, 1980 was my first proper season in circuit racing. The garage we ran was an Opel dealer and they had a limited-edition model called an Opel Ascona i2000. It was a two-door car with twin Webers and a limited slip diff. They were planning to build enough of them to be able to fit into the production saloon category.

We built the car up ourselves, converted a single deck school bus to put the car in the back along with some bunk beds, cookers and fridges and myself and a few mates would disappear off for a weekend's racing. It was a bit of a boys'

day out. They looked after the car – well, most of them polished it and drank a lot of wine but I had one mechanic that looked after the car – and we competed in the UK the Monroe Production Saloon Championship.

I was racing with guys I had looked up to – Gerry Marshall, Tony Lanfranchi, Barry Williams, guys like that – and in my first race, at Brands Hatch, I ended up third and got a lap record. They were driving Opel Commodores, Capris, and 3-litre BMWs and then, in the third round at Mallory Park, I won the race outright with this little 2-litre Opel. Initially it was great, then the **** hit the fan.

Gerry and a squad of them got together and discovered that actually, despite what Opel assured me, there were not enough cars to make the car legal. So I got booted out. In fact, I got disqualified from everything and had to give back the prize money and the trophies from the three races I had already done.

>>>>>



I had to sell the car – it turned out I sold it for fortune to a rally driver who could run in Scottish rallies – and I bought an Opel Commodore from a guy called Frank O'Rourke, who was racing in Ireland. I went back to the championship and won at Brands, Ingliston and Oulton Park, all tracks I had never raced on.

I remember going neck-and-neck with Gerry at Snetterton. This is a guy, I have read his book, I was kind of besotted by him because he was Mr Touring Car, he had car control to die for, a real character, and as we were going onto the old back straight, for whatever reason, I looked across at him and he was giving me the bird!

I looked ahead again then thought 'what the **** was that all about?' so I looked over again and sure enough he is giving me the finger. He was trying to distract me, and stupidly I kept looking back. He braked and threw it into the corner; I missed my braking point, went onto the grass and ended up in the cabbages!

I managed to get back on and finish third, but I remember that was kind of the start of my relationship with the big guys of the time. It taught me not to ever trust another driver! I remember him coming up after race and saying, 'you'll not do that again, will you!' That was a good lesson, Gerry. Thank you for that.

He and all the other blokes were still really not on friendly terms with me because I was 28, this guy from Scotland they had never heard of before, and I had gone down and booted their backsides. It was a bit cold shoulder in the paddock because, according to them, I had effectively cheated when I first arrived. I was not really held in particularly high esteem I don't think.

So, we went to Thruxton for last race and I had never seen the joint before. It is a circuit for the brave, one where you tighten the crotch straps a bit harder, and before qualifying Gerry asked me 'have you been here?' I said 'no, I've watched it on the tele though' so he said 'ah, you'll not be in the top ten.' I stuck it on pole.



Cleland was a regular podium finisher with Vauxhall



I ended up fifth in the race, but that was my most memorable moment racing in the UK, because it was a real turning point where I realised I could live with those top blokes. I wasn't scared of reputations. I wasn't scared of the results they'd had globally. I was proud of that, and it probably shaped the rest of my career.

I ended up with nine podiums out of maybe 18 races, proved I could win and was getting lap records and pole positions into the bargain. By the end of the season, it became apparent to them that I wasn't a dirty racer, I didn't punt people off, and I could get a decent result.

After that, Opel was backing various people and I did the TT at Silverstone that year with Chuck Nicholson, who went on to co-drive with Tom Walkinshaw. We competed in an Opel Monza and I still have that car. I am in the process of rebuilding it and bring it out to be used again.

Opel then built a Group A car for Tony Lanfranchi and when he raced that I subbed for him in the production car. I got some pretty handy results and that led on to a three-car Opel Monza team with Tony, Gerry, and myself in three identical cars. That's when the whole thing went through the roof for me!

Thinking back, I remember standing at a bar somewhere at the end of that first season in 1980 and David Yates, who was



really the ringleader, got wound up by Gerry. I saw him at one end of the bar, and I said to the barman 'see him over there, go find out what he wants to drink, and I will buy him a beer.'

So David got the beer and came over and said, 'thanks for the beer, I'm amazed you did that, you know what happened at the beginning of the year.' And I said 'yeah, but you guys were right, I was wrong.' Now, 40 years later, he is a very good friend.

To come up against all of them, to come down from Scotland, not knowing too much about the motorsport infrastructure of the UK, I was just naively getting my sleeves rolled up and getting in among them. Ultimately, it taught me that if you rattle a few cages, it does actually get you further! 🌀



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Paddock coffee machines (and an amazing grinder)

Whether you are under a club race awning or inside an F1 motorhome, coffee is an ever-present part of any motorsport paddock. These days, with the rise of café culture, there is a whole menu of different options. So, for the times when a mug of instant or even drip-fed filter just won't do, here are some machines that will make your beverage stand out from the crowd.



Bean to cup

This high-end, fully automatic bean-to-cup machine has all the bells and whistles and the jargon to go with it. It uses a 'Pulse Extraction Process' with pre-brew, coupled with an Aroma G3 burr grinder and thermo-block heating to create a consistent espresso at the touch of a button. Apparently, it also makes semi-automatic cappuccino via the built-in milk frother. And it has an App.



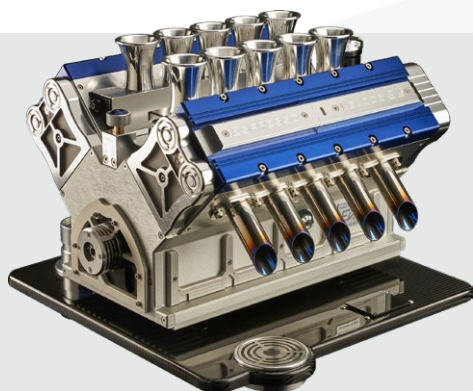
Pod machine

For those who like a strong shot of coffee and find that standard Nespresso capsules just do not deliver the goods, this dome shaped Vertuo version offers five different sizes to up the dose. There are two machines that take it, from Krups and Magimix, and capsules are available online. If you like it milky, add an Aeroccino 3 frother.

Barista machine

If you have a lot of paddock visitors, this commercial machine can deliver up to four servings at a time and quickly deliver more after that. It can handle tall and small cups, has two milk wands for frothing and is so reliable it could last longer than the cars in the garage! It is a big beast though, measuring more than half a metre in all directions.





High-end custom machine

This hand-built work of art is a half-scale interpretation of a 1990s F1 engine manufactured in titanium, aluminium, and stainless steel. And it makes coffee. Only limited numbers are available, in V8, V10, V12 form, all of which make fresh capsule-based espresso poured into stainless steel 'piston' cups. Despite its size, however, it only delivers a single serving! Although it does come with a Grappa dispenser – as you would hope, with a price tag of over £10,000.

Travel coffee maker

One for those on the go, this compact, durable, and easy to use travel coffee maker uses Nespresso-compatible coffee capsules and needs no electricity to deliver a shot of espresso. Once the capsule is inserted and the container is filled with hot water, the inbuilt hand pump is used to pass through the water and pump out the coffee. Simple.



Espressomaker

Compact, light, cost effective and colourful, this slick machine is portable, oozes Italian style and delivers a creamy espresso that would not be out of place in the coffee bars of Milano. It also has a convenient milk frother delivering flat white, foam, or cappuccino options. If you have the time, it takes proper ground coffee or if not, you can use an ESE pod to deliver the goods.

Grinder

Ok, so this is not a coffee maker but if you want to grind your beans in style, this beautiful machine could be for you. Virtuosi F4 engineer Brandon Wong spent lockdown designing it – and it was so good, it was used in the World Brewer's Cup Championship last year. "It was only ever meant to be in my own kitchen but after having it trialled by some people in the industry, I was convinced to put it on Kickstarter," says Wong. "We have now sold over 300 units worldwide and are working on fulfilling those orders."



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

Sitting 17th May 2022

Steve Stringwell (Chairman), John Felix, Mike Harris

J2022/05: Ben Stone – Disciplinary

The National Court sat as a Disciplinary Panel to hear case J2022/5, Motorsport UK v Mr Ben Stone.

Motorsport UK was represented by Mr Champkin (Motorsport UK Regulatory Counsel & Disciplinary Officer), Mr Stone was in attendance represented by Mr Saad.

The facts of the case were that at the Motorsport UK Permitted Event at Donington Park race circuit on 10 April 2022, Mr Stone was convicted of abusive conduct towards a marshal contrary 2022 General Regulation C.1.1.9. Mr Stone had been Disqualified from the Event. Motorsport UK considered the severity of Mr Stone's conduct and considered his action was contrary to a number the sport's regulations, that the actions brought motorsport into disrepute and or was contrary to the interests of Motorsport UK as the ASN, and of motorsport generally contrary to C.1.1.4.

The Court was informed of correspondence between Mr Champkin and Mr Sturman QC (counsel for Mr Stone) and was provided a "Position Statement" by Motorsport UK that reiterated the conduct of Mr Stone, in making an offensive gesture to a marshal when entering the pitlane at Donington Park, is not acceptable in motorsport irrespective of the circumstances. Marshals are the fabric of the sport, frequently risking their own safety in the interests of competitors, they enable the sport to take place and are entitled to be protected by the regulations. Motorsport UK also recognised that Mr Stone had had his licence suspended already (under A.2.2.1.3 and H.3.1.2) for a period from 10 April 2022 until this hearing (being a five weeks and two days).

The Court was also provided a "Defence Submission" where Mr Stone accepted the charge of misconduct under a single

rule breach relating to the one offensive gesture and clearly emphasised his remorse and regret for what happened. Mr Stone had apologised to the Clerk at the circuit, but could not find the marshal concerned. Mr Stone had not appealed the decision of the Stewards to disqualify him, and the Defence Submission outlined the financial consequences of the current suspension as well as character references for Mr Stone from Mr Harrison (Praga Cars UK), Mr Wheldon (Raw Motorsports) and Ms Van der Walt (Championship Coordinator).

The Court viewed the video evidence and heard oral submissions from Mr Champkin and Mr Saad on behalf of Mr Stone as well as Mr Stone himself.

The Court agrees with Motorsport UK that marshals must be duly respected for all their dedication and hard work. The actions of Mr Stone, which he accepted, was unacceptable and brought motorsport into disrepute and was contrary to the interests of motorsport generally.

The Court acknowledged the remorse of Mr Stone at the Event and at this hearing. The Court also acknowledged the impact of the current suspension on Mr Stone's inability to race or test and the financial impact such suspension.

However, the Court considers that a further action / penalty is appropriate in the circumstances and that Mr Stone's licence be suspended for a total of three months from the Event, although such suspension itself is suspended for three months from the date of the offence, unless or until Mr Stone is found to be in breach of the regulations during this period of a similar disciplinary manner (including a breach of C1.1.5).

Mr Stone was also ordered to contribute £500 to costs.

17th May 2022



This charitable trust was constituted by a Trust Deed first executed on the 19th May 1977, and it has been instrumental ever since in providing grant aid to assist with the safety training of volunteer motorsport officials and marshals as well as – through its Safety Development Fund – in providing further grant aid to assist safety related initiatives undertaken by Motorsport UK Registered Clubs and Recognised Groups in specific areas including those related to Event Safety and Venue Safety improvements, as well as the specialist work of Medical and Rescue Units and Recovery crews.

For further information regarding the work of the Trust, and details of the available grant categories – including

guidelines on eligibility and how to apply – please see the Trust's website at www.bmstt.org

The British Motor Sports Training Trust is UK motor sport's own registered charity, and donations from organisations, clubs and individuals to help continue the work of the Trust are always most welcome.

Rod K Parkin, Chairman of the Trustees

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Sitting 17th May 2022

Steve Stringwell (Chairman), John Felix, Mike Harris

J2022/06: RAM Racing – Appeal

The National Court heard an appeal by RAM Racing against the decision of the Stewards of the Meeting of the Intelligent Money British GT Championship round held at Oulton Park on 18th April 2022 that was given leave to appeal under General Regulation C7.1.3(a).

Motorsport UK was represented by Mr Champkin (Motorsport UK Regulatory Counsel & Disciplinary Officer), RAM Racing was represented by Mr Taylor with Mr Shufflebottom (Team Manager RAM Racing) in attendance.

As set out in the ruling granting the leave to appeal the issues in this case are straightforward.

1. During the first race of the Intelligent Money British GT Championship round held at Oulton Park on 18th April 2022, car number #6, entered by RAM Racing and driven by Ian Loggie and Jules Gounon, was classified in 2nd place. According to the Championship Regulation 1.6.7, this incurs a 7-second “time penalty” where the next race is a 1-hour race, as was the case here. The regulation provides that the “penalty” is to be added to the minimum pit stop duration for that competitor at the next championship round at which they compete.

2. The next championship round began in dry conditions. However heavy rain began to fall, and the race was red flagged during the pit window. During the stoppage, CR 2.6.1d mandates that the cars remain in parc fermé until the race can be re-started, according to the specified procedure. These procedures have the effect of negating the usual pit-stop window as an element of the race. The Race Director authorised tyre changes and informed the competitors that the race would be restarted in accordance with CR 2.6.1.2 and, in addition, that the time penalties that would have been served during the pit-stop window would now be added to race times.

3. RAM Racing appealed to the Stewards of the Meeting on the grounds that the Championship Regulations do not allow for the time penalty to be imposed post-race. They also cited the unfairness of the circumstances.

4. The Stewards of the meeting rejected the appeal. They concluded that,

“Article 1.6.7 requires a Time Penalty to be served by car #6 during Race 2. The Stewards accept that, through no fault of the drivers or Team, this penalty was not performed. The Stewards further accept that the Regulations are silent on how the Time Penalties should be served in the particular circumstances of Race 2. However, Article 4 provides that “For all other irregularities, sanctions are left to the discretion of the officials”. In announcing before the restart that Time Penalties were to be added post-race, the Clerk of the Course has maintained sporting equity and, under Article 4, was entitled

to make that decision which the Stewards consider to be a fair and reasonable decision.”

5. RAM Racing, through their Team Manager, Dan Shufflebottom, challenged the Stewards’ decision and sought to appeal to the National Court on the grounds that there is no provision in the Championship Regulations to substitute a post-race time penalty for the “Pit-Stop Time Penalty”. Further, that the Stewards were wrong to rely upon Championship Regulation 4, which provides that “penalties may be revised via championship Bulletins”, which process was not followed.

6. The effect of the Stewards’ decision was that when the seven-second time penalty was applied post-race, the effect was to demote car #6 from race winner to fifth place. Accordingly, RAM Racing contend that a gross miscarriage of justice has occurred.

The Court received and reviewed the skeleton arguments set out in RAM Racing’s Confirmation of Appeal and Skeleton Argument submitted in accordance with GR C7.1.9.

The Court heard oral submissions from Mr Taylor and Mr Champkin.

As noted above CR1.6.7 that states:

“Time Penalties will be allocated to drivers finishing in the top 3 places in GT3 and GT4 in a race. The time penalties will be added to the minimum pit stop duration for that competitor at the next Championship Round in which that competitor competes”.

The Court was satisfied that CR1.6.7 is clear when and how the pit stop time penalty is to be taken by the competitor (which the court agreed “Time Penalty” should be more aptly referred to as a “Success Handicap”). The Court is also satisfied that CR2.6.1 does not negate CR1.6.7.

The Court did not consider that there had been any infringement of the Championship Regulations to incur a post-race penalty. Nor was there any provision in the Championship Regulations for the Time Penalty in CR1.6.7 (being a pit stop penalty) to be imposed as a “post-race” penalty. Nor was there any authority in the Championship Regulations for the officials to change the Championship Regulations as written at the time. This has now been subsequently rectified by Championship Bulletin No2 dated 6 May 2022.

Therefore the Court orders that:

- (i) The Appeal succeeds
- (ii) All Appeal Fees are to be returned
- (iii) Re-issue the results of Race 2 to take effect of this decision in respect all cars in Race 2 affected by this decision.

17th May 2022



MG Live! Taster

12th June, Silverstone, Northamptonshire

This open-to-all AutoSOLO is a good example of the type of event covered in our feature on 'Taster Events' last month (May 2022). It opens the door to non-club members and anyone with a standard road car – it does not have to be an MG – can turn up and try it out. You can sign-up when you make your event ticket booking.

For more information visit: www.mgcc.co.uk/get-involved-with-motorsport-at-mg-live/

IAME Karting Championship

17th – 19th June, Glan-y-Gors, Wales

The popular Welsh circuit plays host to the third round of the IAME karting championships, including the IAME Cadets and the Junior, Mini and Senior X30s. The venue is often referred to as 'Wales's mini-Nürburgring' due to its fast, sweeping turns and varying gradient. For more information visit:

www.britishkartchampionships.org/championships/iame-2022/iame-round-3-glan-y-gors



KarPiX



JEP

British Superkart Championship

18th – 19th June, Trac Mon, Anglesey

This outdoor championship involves some of the fastest and most powerful karts out there and for the second round it heads to one of the UK's most picturesque circuits. The smooth and wide Welsh track will provide exciting racing for the four categories of Division One, F250, F450 and Formula 125 Open. For more information visit:

<https://britishsuperkart.org/events/anglesey-international-2>

Melbourne Junior Rally

19th June, Melbourne Airfield, East Yorkshire

This is a rally for up-and-coming youngsters, run alongside the John Overend Memorial Stages Rally in East Yorkshire. A round of the F1000 Junior Rally Championship, it is the fifth time the junior event has taken place and the surface involves a mixture of tarmac, concrete, and earth. No spectators are permitted. For more information visit: <https://northhumbersidemotorclub.co.uk/rallies/john-overend-memorial-rally>



Phil Andrews



Summer Sprint

25th June, Aintree, Merseyside

Liverpool Motor Club has been running its season of highly popular Sprints on the Club Circuit at Aintree for nearly 25 years. This inclusive event allows anyone with a RS Clubman license and an unmodified car (under 2-litres, built in 2000 onwards) to get on track at one of the UK's most historic motorsport venues.

For more information visit:

www.liverpoolmotorclub.com/aintree-sprints/to-enter

Argyll Rally

24th-25th June, Dunoon, Argyll, Scotland

Born as a forest-based rally, this event switched to a closed-road sealed surface last year and now covers 62 miles of day and night stages. Part of the Scottish Rally Championship as well as a few other series, it begins in the town and runs around the peninsular before ending in the stadium. This year it has introduced a carbon offset programme, by planting trees in the local area. For more information visit: <http://argyllrally.co.uk/dunoon-presents-argyll-rally-back-for-more-in-2022>



Keilder Forest Stages

18th June, Hexham, Northumberland

Run through the heart of the legendary Kielder Forest in the North Tyne Valley this event features six stages and 45 stage miles in a very compact road route. Starting at the Hexham Auction Mart, it is part of the English Rally Championship and the BTRDA Rally Series. For more information visit:

www.englishrally.co.uk/kielder-forest-rally

British Hill Climb Championship

18-19th June, Doune, Perthshire, Scotland

The British Hillclimb Championship, presented by Avon Tyres, and the class-based Championship, the BHC Cup, presented by Classic Car Insurance Broker Footman James visit Doune Hillclimb near Stirling in Scotland for a 'double header' weekend. Competitive action starts from 8.30am on both days.

www.dounehillclimb.co.uk



David Baxter



JEP



ROKiT F4 British Championship

24th June, Croft, North Yorkshire

The former airfield site in North Yorkshire hosts the fifth round of this hotly contested championship, with early season races pointing to the trio of Alex Dunne, Oliver Gray and Ugo Ugochukwu as the ones to beat. The blend of high-speed, sweeping corners – including the famous Jim Clark Esses – will be the perfect scene for further battles. For more information visit:

www.fiaformula4.com/events/croft

GB3 Championship

25th-26th June, Snetterton, Norfolk

Fortec's Joel Granfors is the driver to beat as the GB3 Championship heads to Snetterton on 25-26 June. The Swede holds a single-point lead over Hitech GP contender Luke Browning, but it has been a hugely competitive start to the season with eight different drivers taking victories so far in the rapid new Tatuus MSV-022 car, which is breaking series lap records at each circuit.

www.gb-3.net



Jakob Ebrey

JEP



Intelligent Money British GT Championship

25th-26th June, Snetterton, Norfolk

This series celebrates its 30th anniversary this year with a permanent line-up of 17 GT3 and 15 GT4 cars and special guest participants at each event. The field for rounds five and six will include BMW M4 GT3s, Audi's R8 LMS Evo II GT3s, Porsche 718 Cayman GT4 RS Clubsports, Ekris M4 GT4s and McLaren 570S GT4s.

For more information visit:

www.britishgt.com/event/73/snetterton

Kwik Fit British Touring Car Championship

25th-26th June, Croft, North Yorkshire

This 2.1-mile technical, challenging circuit traditionally favours rear-wheel drive machinery. Coming just before the 'summer break', the leading drivers will be looking to pull out an advantage for the second half of the season.

www.BTCC.net



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RESULTS

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

Protyre Motorsport UK Asphalt Rally Championship

Russ Orway



James Williams closed to just one point behind Championship leader Ruairi Bell after scoring maximum points on round two, the Jim Clark Rally. Technical issues in the first two stages dropped Bell down to 12th position. Bell fought back brilliantly to finish second.

Latest Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | Ruairi Bell | 58 points |
| 2nd | James Williams | 57 points |
| 3rd | Mark Kelly | 54 points |

KNC Groundworks Scottish Rally Championship



David Bogie took his second SRC win of the year on the Jim Clark Reivers Rally. Re-united with John Rowan in the MINI, it was not a smooth day for the WRC crew, but they took second overall behind local man and three-times SRC Champions Euan Thorburn and co-driver Paul Beaton's Focus WRC.

Latest Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | Michael Binnie | 57 points |
| 2nd | David Bogie | 57 points |
| 3rd | Jock Armstrong | 56 points |

British Sprint Championships

Kim Broughton



The opening day of the Longton and District Blyton Spring sprint saw Graham Blackwell win the first Run Off with Terry Holmes taking the second victory. On the second day, Matt Hillam took double victory in a car that had been completely rebuilt overnight.

Latest Championship Standings

| | | |
|-----|------------------|------------|
| 1st | Graham Blackwell | 187 points |
| 2nd | Stephen Miles | 179 points |
| 3rd | Terry Holmes | 162 points |

Motorsport UK British Drag Racing Championship

Julian Hunt / Eurodragster.com



Jan Ericsson routed a 16-car field with the quickest series of passes seen in European Pro Mod racing. The opening round of the European Championship, combined with the second round of the British Championship, saw teams from six countries take on Britain's best.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Michel Tooren | 135 points |
| 2nd | Nick Davies | 133 points |
| 3rd | Jan Ericsson | 123 points |

Motorsport UK British Rallycross Championship

Matt Bristow



Triple Supernational rallycross champion Tristan Ovenden dominated at Mondello Park. Ovenden led from the front, hounded by six-time champion Julian Godfrey, to take his maiden Supercar victory. In round six Championship leader Patrick O'Donovan lead a one-two finish with his father Ollie.

ROKiT F4 British Championship certified by

JEP



Megan Gilkes and Logan Hannah created a bit of British motorsport history at Donington Park, as two different female drivers won races on the same day in the same series.

Latest Championship Standings

| | | |
|-----|----------------|------------|
| 1st | Nikolas Taylor | 269 points |
| 2nd | Max Marzorati | 257 points |
| 3rd | Alex Walker | 244 points |

Motorsport UK Pirelli Ravenol Welsh Rally Championship

Russ Orway / 90Right



Three-time British Rally champion Matt Edwards took a second consecutive championship win, taking his FIAT Abarth to a convincing Plains Rally victory. Edwards and co-driver Hamish Campbell took fastest time on every stage to beat nearest rivals Henri Grehan and Dan Petrie by more than a minute.

Latest Championship Standings

| | | |
|-----|--------------|-----------|
| 1st | Henri Grehan | 71 points |
| 2nd | Matt Edwards | 63 points |
| 3rd | Nick Elliott | 56 points |

GB3 Championship



At Donington Park Callum Voisin, Max Esterson and Bryce Aron all triumphed, making it eight different winners from the first nine races of the year. A charging drive through the field in the final race ensured Joel Granfors left as the championship leader.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Joel Granfors | 168 points |
| 2nd | Luke Browning | 167 points |
| 3rd | Max Esterson | 145 points |

Ecosse J1000 Championship



Sam Pattison and Paul Whittaker dominated proceedings on their first competitive visit to Kames, beating Rian Walker and Stuart McBride into second place by 38 seconds to claim the Albar Trophy Rally. The event left four drivers tied at the top of the points standings after two rounds.

Latest Championship Standings

| | | |
|------|-----------------|-----------|
| 1st= | Oliver Phillips | 53 points |
| 1st= | Rian Walker | 53 points |
| 1st= | Letisha Conn | 53 points |
| 1st= | Jack Ryan | 53 points |

Motorsport UK British Rally Championship



Keith Cronin secured a sensational victory in the Jim Clark Rally after he and co-driver Mikie Galvin opened a forty second lead over James Williams on the second stage. Williams secured a maiden BRC podium in second while local hero Garry Pearson rounded out the top three.

Latest Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | Keith Cronin | 43 points |
| 2nd | James Williams | 33 points |
| 3rd | Osian Pryce | 25 points |

Kwik Fit British Touring Car Championship



Josh Cook took a second successive double victory of the season, making him the most successful driver of all time at Thruxton. Adam Morgan, who passed his 300th BTCC race landmark at the event, triumphed in the final contest.

Latest Championship Standings

| | | |
|-----|------------------|------------|
| 1st | Josh Cook | 139 points |
| 2nd | Ash Sutton | 116 points |
| 3rd | Colin Turkington | 112 points |

Motorsport UK British Car Trial Championship



Garry Preston consolidated his lead after a challenging and exciting round six of the Championship, the Ernest Owen Trial, was held at a new spectacular site in Apley Park near Telford.

Latest Championship Standings

| | | |
|------|----------------|-----------|
| 1st | Garry Preston | 32 points |
| 2nd= | Rupert North | 22 points |
| 2nd= | Barrie Parker | 22 points |
| 4th= | Mark Hoppe | 20 points |
| 4th= | Trevor Moffatt | 20 points |

Avon Tyres Motorsport UK British Hillclimb Championship



Alex Summers retained his two-point lead over Wallace Menzies with some mature driving in very tricky conditions as the British Hillclimb Championship presented by Avon Tyres, visited Shelsley Walsh for the first time in 2022. Third place overall is Scott Moran, who is now ten points adrift in the Championship.

Latest Championship Standings

| | | |
|-----|-----------------|------------|
| 1st | Alex Summers | 113 points |
| 2nd | Wallace Menzies | 111 points |
| 3rd | Scott Moran | 103 points |

Intelligent Money British GT Championship



Morgan Tillbrook and Marcus Clutton claimed the GT3 win as round four of the Championship played out at Donington Park. The McLaren GT3 pair secured overall victory by one minute after starting from pole and benefitting from a timely Safety Car. Matt Cowley and Marco Signoretti took the spoils in GT4.

Latest Championship Standings

GT3

| | | |
|------|--------------|-------------|
| 1st | Ian Loggie | 65.5 points |
| 2nd= | Michael Igoe | 50 points |
| 2nd= | Phil Keen | 50 points |

GT4

| | | |
|------|------------------|-------------|
| 1st= | Richard Williams | 78.5 points |
| 1st= | Sennan Fielding | 78.5 points |
| 2nd | Matt Topham | 74.5 points |

Wera Tools British Kart Championships



Warden Law saw wet and windy conditions for competitors in seven different classes. In a 12-car field for the first Bambino race of the year, Chester Forkes climbed from fifth to win, while Leon Frost won the Junior TKM after Dara McInerney's impressive lights-to-flag win was ruled out due to a technical infringement. Sam Johns took a dominant win in TKM Extreme and Jesse Phillips did the same in the IAME Cadets, while Gabriel Stilp was made to fight hard for victory in the Junior X30s. Khali Atkins took the spoils in the Senior X30 but was pushed all the way by Aaron Walker, with Charlie Turner rounding things off with a storming victory in the KZ2 class.

IAME Series

IAME Cadet

| | | |
|-----|----------------|------------|
| 1st | Jenson Graham | 372 points |
| 2nd | Jesse Phillips | 367 points |
| 3rd | Jorge Edgar | 354 points |

Junior X30

| | | |
|-----|------------------|------------|
| 1st | Gabriel Stilp | 376 points |
| 2nd | Fionn McLaughlin | 366 points |
| 3rd | Leo Robinson | 354 points |

Senior X30

| | | |
|-----|---------------|------------|
| 1st | Aaron Walker | 367 points |
| 2nd | Bart Harrison | 361 points |
| 3rd | Harry Platten | 357 points |

Bambino

| | | |
|-----|----------------|------------|
| 1st | Riley Murro | 127 points |
| 2nd | Chester Forkes | 123 points |
| 3rd | Austin Oman | 121 points |

Rotax Series

Minimax

| | | |
|-----|-----------------|------------|
| 1st | Scott Marsh | 387 points |
| 2nd | Noah Wolfe | 365 points |
| 3rd | Sebastian Minns | 350 points |

Junior Rotax

| | | |
|-----|--------------------|------------|
| 1st | Brandon Carr | 368 points |
| 2nd | Harry Jnr Burgoyne | 354 points |
| 3rd | Harry Linden | 349 points |

Senior Rotax

| | | |
|-----|-----------------|------------|
| 1st | Callum Bradshaw | 379 points |
| 2nd | Kai Hunter | 349 points |
| 3rd | Guy Cunningham | 347 points |

KZ Series

KZ2

| | | |
|-----|----------------|------------|
| 1st | Charlie Turner | 247 points |
| 2nd | Dan Kelly | 246 points |
| 3rd | Tom Adams | 233 points |

TKM Series

Junior TKM

| | | |
|-----|---------------|------------|
| 1st | Leon Frost | 255 points |
| 2nd | Olivia Jakins | 230 points |
| 3rd | Luke Bate | 226 points |

TKM Extreme

| | | |
|-----|----------------|------------|
| 1st | Chris Whittton | 254 points |
| 2nd | Sam Johns | 235 points |
| 3rd | Aaron Lask | 223 points |

Honda Series

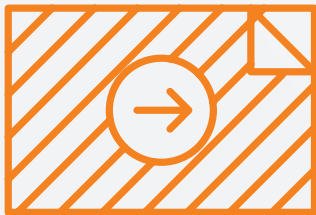
Honda Cadet

| | | |
|-----|---------------|------------|
| 1st | Cole Denholm | 390 points |
| 2nd | Albert Friend | 365 points |
| 3rd | Jarrett Clark | 348 points |

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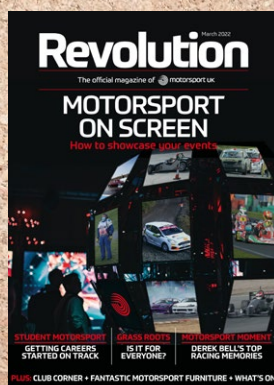


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The Parting Shot

Round four of the 2022 World Rally Championship in Portugal. Elfyn Evans (pictured) led the way from early on Friday morning with consistently strong stage times, with teammate Kalle Rovanperä joining him in the top two at the end of the first day. The pair were in a league of their own through Saturday, and the lead moved to Rovanperä during the afternoon. At the finish, British pair Elfyn Evans and co-driver Scott Martin were 15.2 seconds behind, taking their first podium this season, having driven consistently, and winning six stages along the way.

