


Revolution

October 2022

The official magazine of  motorsport uk

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A couple of months ago I received an email from Colin Anderson of the Torbay Motor Club, inviting me to come down to Devon and see first-hand an Autocross event in the Association of South-

Western Motor Clubs Championship. Growing up in rural Oxfordshire, I fondly remember events like these that would spring up in farmers' fields once the harvest was completed. Seemingly out of nowhere, an array of pretty basic machinery would emerge from around the countryside to take part in exciting battles around the newly shorn field. They posed an interesting juxtaposition to my own kart racing at Shenington and Rissington, and trips with my father to Silverstone watching everything from World Sportscar to Grand Prix. And yet those memories of crowds enjoying perhaps one of the simplest forms of motorsport, set against the glorious backdrop of the English countryside, stay with me to this day.

So, it took little persuasion for me to head off to Devon, armed only with a postcode that suggested the venue lay some 12 miles inland from Seaton and with little or no habitation within several miles, known affectionately as the middle of nowhere. I was greeted at the gate with a friendly smile as the marshal regaled me with stories of his 40+ years involved in every aspect of volunteering in the sport, before waving me through to head up to the top field where the cars had assembled in a makeshift paddock.

Torbay Motor Club was founded in 1950, and now has around 200 members running Hill-Climbs, Sprints, Autocross and Classic trials. It has been at the forefront of many innovations of the last sixty years, being the first club to run a British Autocross Series in 1959. Autocross was in its heyday in the 60s and 70s, and at that time attracted crowds of thousands, with healthy entries and strong championships. While there remains a vigorous enthusiasm for the sport, its following has shrunk, and now it is down to the participants and the volunteers who make up the numbers on a given weekend. The biggest hurdle is finding suitable venues, as farmers have grown reluctant to rent out their land at fees that are viable for clubs, or even at any price.

For those unfamiliar, an Autocross is an event against the clock that takes place on a temporary circuit in a field, usually at a length of around one kilometre, although in this case nearly 1500m, and is passed round three-to-four times in one run. The cars set off, typically in groups of four, but sometimes three or two, depending upon the size of entry and the class, but more importantly the condition of the track, with dust proving a barrier to multi-car starts. The competition itself is a mixture of a drag race to the first corner, as getting into the lead is of course a great advantage in setting that fastest time, although passing another car on the track is perfectly legal. The category attracts a huge array of different types of machinery from basic production cars that are almost unmodified right through to extraordinary one-off specials. These include off-road buggies, and at this event I saw a wonderful machine that had an outer shell donated from a simple Austin Mini and is now home to a Hayabusa motorcycle engine producing over 200bhp, with a fearsome noise and turn of speed.

As the entries have shrunk the financial sustainability of the events has proven shaky. With so much fixed cost inflation, including even the portable loos, (which I was told had doubled in price in the last two years), at some stage there is a tipping point between viable and unviable. We need to look at how events are structured and setup, as some small changes in this regard could make a world of difference to the viability to some of these events. All the officials and volunteers there made me very welcome, and all had interesting insights to offer; none less than Hannah Taylor who was serving as a medic, on a day off from her normal work with the NHS, and despite being due to give birth imminently.



A 200bhp Hayabusa-powered Mini with the engine in the rear





Colin Anderson oversees the assembly area

With a warm smile she told me of her ideas of how we could improve the processes and structures of medical support for these types of events, and welcomed the opportunity to talk to our Chief Medical Officer, Dr Paul Trafford, who subsequently told me how interested he is to hear of these ideas.

At the event I also met Howard West, who has been a Motorsport UK steward for several decades, and carries with him a wealth of experience across many disciplines of the sport. Howard very generously offered to take me over to Wiscombe Park, which for some reason I had yet to visit, and was therefore fascinated to see the venue first hand. Sadly, it was not a competition day as there are only some six weekends in a year when events are held at this beautiful hill climb. Opened in 1958, it is the home of the Chichester family who have lived there for nearly 70 years. Each year they open the grounds of their beautiful parkland estate to motorsport fans to enjoy an amazing mixture of entertainment and motorsport. Driving up the hill I could only begin to imagine what it must be like in one of the fastest cars in the British Hill Climb Championship, reaching speeds of over 130mph between the hairpins, with the cars passing in and out of the shade of the overhanging trees giving variable grip that must present heart stopping moments. I made a promise to myself that I will return to Wiscombe on a day of competition in 2023.

As I was in Devon, I sought out another event, a Speed Hill Climb, this time run by Woolbridge Motor Club at the Manor Farm Holiday Park near Charmouth. And it really is a holiday park, as the course runs a summer camping ground and venue for relaxation for thousands of holiday makers. However, the owner has welcomed the two and four wheeled motorsport fraternity to his park for many years to enjoy a few weekends of excitement up the short climb. I was greeted by Clerk of



Woolbridge volunteer marshals and officials

the Course, Dave Pearce, and Secretary Hayley Thorn, who made me most welcome and explained in detail how they run their event in such a slick and well organised way. One aspect that was fascinating was the bespoke timekeeping system that had been developed by club officials and run by Chief Timekeeper, Sarah Forsyth in such a precise and professional manner, it was a joy to watch. Once again, the choice of machinery was diverse, although Mazda MX5s and Mini's do seem to proliferate, and of course the inevitable Escorts of MkI and MkII varieties. Although the course was brief it had some epic challenges, not least being that immediately after the start, some 30ft later, there was a full-lock hairpin bringing the track back on itself, before a flat-out blind lefthander and narrow switch under a bridge, with hard surfaces all around. While that was thrilling and challenging in something like a Caterham, I could barely watch as I saw the KTM Motocross riders touching their pegs going around the corners. At the end of the days running, I was honoured to be asked to present the trophies to all the winners, and as always at events that I visit like this, it is the camaraderie and the spirit of fun that pervades all around.

As the sun began to lower on the horizon and I drove back eastwards I couldn't help but feel great admiration for the fabulous community that we have who come out every weekend to put on this type of club level motorsport event, and do it despite the challenges, and all because it's their idea of having fun. Motorsport UK needs to make sure that we maximise their fun and minimise the friction in the system of running events like this.

The next day was Sunday, and once again off early, but this time to Silverstone, and the contrast was complete. Queues of traffic already forming back to the A43 between Brackley



Highly experienced medical team at Manor Farm hillclimb

and Towcester that signalled a huge crowd, and I was not to be disappointed. The sheer scale of infrastructure that descends upon the circuit as the British Touring Car Championship (BTCC) show rotates around the UK is most impressive. Alan Gow's teams at TOCA have done such a tremendous job of evolving the BTCC, and its support races, despite the almost total shift away from manufacture funded teams, to become what is now a single-minded pursuit of an entertainment package. One of the main reasons for spending my day at Silverstone was to host around 200 guests of Motorsport UK in the Silverstone hospitality units, saying a very big 'thank you' to our committee members who give up their time to work on behalf of every aspect of the sport throughout the year. In total Motorsport UK has 25 committees, sub-committees and working groups that not only look after the sport specific disciplines, such as race, rally, karting, trials, sprint, and hill climb and so more, but also the specialist subject areas of medical, judicial, technical and the array of EDI and sustainability committees. Made up of over 300 individuals, they are the beating heart of the sport, forming ideas, strategies and managing the constant evolution of our rules and regulations. I am immensely grateful to all the members of our committees for giving up their time freely and providing their wealth of experience and knowledge to help improve the sport.

My role in leading the executive team at Motorsport UK, is to work with these committee members and to constantly strive to challenge the norm and find new and better ways of doing things. We always seek feedback from our members across the UK and welcome the opportunity to hear of your ideas and suggestions, so that we can constructively develop the sport to make it safe, fair, and above all, fun. It was quite an array of experiences and conversations packed into less



Hugh presents the awards after a successful days motorsport

than 48hours, and an altogether an enriching experience that has populated my thinking and given me much food for further debate.

In closing I would just like to offer my sincere condolences to the family and friends of Lorraine Gathercole, who very sadly passed away after succumbing to an illness that struck at the beginning of the year. Lorraine was a successful competitor, the Chair of the British Women Racing Drivers Club, as well as Chair of the Motorsport UK Historic Committee until she stood down from these posts on news of her illness. Known throughout the UK's motorsport community for her laughter, kindness, and the championing of female participation in all forms of the sport, Lorraine passed away after a brave and determined battle with cancer. Our thoughts are with her family and friends. 🌀

Wishing everyone a safe and successful month of motorsport.

Best regards,
Hugh Chambers
 CEO, Motorsport UK

In *Revolution* this month: We meet the coaches and **graduates of the Motorsport UK Academy**, and learn how they turn potential into winning performance. Outgoing **BTCC Technical Director Peter Riches**, his motorsport, in his own words... Expert advice on **how to organise a club tour** from Roger Palmer at Wigton MC, learn some lessons from a leading **Sprinter** and much, much more...

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How future stars are made

The Motorsport UK Academy is the driving force behind many of Britain's future motorsport stars. **Will Gray** investigates what makes it successful and asks four graduates how it made them what they are

Britain has a strong history in producing talent behind the wheel and the growth of the Motorsport UK Academy has been instrumental in continuing this heritage into the modern era. Its list of graduates' numbers into the hundreds and ranges from top single-seater and Rally drivers like Lando Norris and Elfyn Evans, to former racers, now off-track experts across engineering and the media.

The Academy runs a series of programmes to spot aspiring stars and take them from grassroots to an elite level. The two-year Enhanced DiSE (Diploma in Sporting Excellence) is a classroom-based course covering the wider aspects of motorsport and is where drivers with potential can be identified. Team UK Futures and the co-driver development programme then steer juniors to national level, with the final step, Team UK, taking it international. Beyond that, the 'Podium Programme' offers support to graduates who have made the grade.

Anyone that is given the chance to enter one of these programmes immediately has access to a wealth of opportunity. That comes through lessons from some of the legendary names and former competitors involved in the programme, and through a network that opens doors for the future. Success is, of course, never guaranteed, but for those who are driven, there is no better place to be.

Team UK and Team UK Futures coach James Wozencroft says the biggest buzz he gets from being involved is seeing the results. "It's fantastic to see our graduates competing as

professional sports people, winning on international events having supported them along their journey," he explains. "But it's also great to see our current drivers winning and improving as they reach their own goals."

It is the same for Adam Gould, who works on both DiSE and Team UK Futures. "The different programmes work well for drivers with different personal circumstances, allowing us to offer training to a wider pool of talent. We now have a clear ladder of progression so we can work with drivers over several years, build better relationships and improve our impact."

The Academy provides its programmes independently at no financial cost to the participants, with the central goal being to develop the sport's best talent for the UK to perform on the international stage. A great deal of progress that is made is down to the mentality on which the Academy is based, and the work put in by the coaches and participants along the way.

Paul Spooner, one of the coaches on the co-driver programme alongside Nicky Grist, says: "As part of the work I do, we have a monthly zoom meeting with all the people on the programme, where we can discuss current topics and coming events across the board. There is huge inter-reaction between them all, which is something that we do encourage. It's almost like a co-driving family really – even though they regularly compete against one another!"





“We like to think we are going about things in the right way and that the skill areas we have targeted are the most appropriate. Nick and I are great believers that a very well prepped co-driver going into an event is a far more effective one. That aspect of hard work and preparation is fundamental to everything we do, and that combines with the fitness program so that on longer, tougher events, there is less likelihood of any mistakes being made. It’s as simple as that.”

Wozencroft adds: “We often facilitate Q&A sessions between the younger drivers and previous Team UK members who are now full time professional drivers, and one consistent theme that arises is work ethic. The drivers that have made it to the top of the sport all work incredibly hard, both inside and outside of the car, to be the best version of themselves every time they go on track. They are continually striving to improve themselves and everyone around them.”

The Team UK Futures programme is where individuals who have the potential to perform at an international level are given the opportunity to develop and to turn that talent and passion into a career. The two-year course includes training days to teach groups from different disciplines the theory, techniques, and practical skills to maximise and develop their potential along with personal one-to-one coaching to get the best out of each individual.

Improving their technical skills is only a small part of what the Academy works on. Participants are also schooled in off-track aspects of the job like engineering, physical fitness, nutrition, career planning, media, and commercial skills. As drivers progress to the Team UK programme, the focus switches to applying all that learning into their own specific situation, preparing before events, and debriefing afterwards to extract lessons for the future.

Wozencroft adds: “There is not one big lesson that someone will learn from being on the Academy, it is more that if they apply what they learn they will develop a lot of different things in many different areas, and the cumulative effect of this is faster lap times or higher finishing positions. Our job is to create an environment to facilitate learning and continually develop their potential.

“I really enjoy working with people at the start of their journey. When they learn something new for the first time, it is fantastic to see them find the performance benefit straight away. With the Team UK drivers, it is rare to find something ‘new’ so the focus is on performance analysis to find specific things that will help achieve their goal. This more detailed approach is also really interesting.”

Harry Tincknell drove the Dempsey-Proton Racing Porsche 911 RSR in the LMGTE Am class at Le Mans in 2022

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Katie Milner in the Team Rocket McLaren 570S GT4



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The DiSE programme combines many of the track-focused development found in Team UK Futures with a dual education route, where drivers get the opportunity to pursue a sporting career whilst continuing with their academic studies. It is equivalent to A-levels and allows participants to achieve qualifications that can help them continue to higher education.

“The DiSE drivers get a lot more contact time over their two years as they attend college for two weeks a month,” explains Gould. “The Futures programme is a limited number of training days, but this works better for some drivers as they can carry on their studies elsewhere or engage in full-time work. Many DiSE drivers progress into Futures with the ambition of reaching Team UK.”

For Spooner, who delivers co-driver courses on pace note writing and reading, one of the other big parts of the role, beyond the classroom, is being on the end of the phone as a mentor. He and Grist have huge experience from a lifetime competing at the top level, and their advice is there for the taking, not just for current Academy members, but also past alumni in need of a helping hand.

“Although officially you do leave the academy, you never really do,” smiles Spooner. “We take on roughly six new members a year and some stay for a second year. However, our door is always open to everybody who has ever come on

the program. We have a couple of instances now where three years down the line, one or two who are breaking through into the lower reaches of WRC are coming to us for advice and we freely give it.

“With modern technology, most of them are using in-car cameras and we actively encourage them to send to us their latest videos so we can report back with advice. I still get in-car from people that were on the program four or five years ago! They just send a three or four minute clip, and I feedback to reaffirm what they’re thinking, or perhaps given a different slant on it.”

The Academy has a good success rate, and while not all participants will end up competing at the highest level, every one that leaves the programme does so with the skills and experience they need to remain a part of the sport for many years, whether that is as a national or club level competitor, volunteer or in other areas of the industry.

“I have been competing for over 40 years, and when I first started this sort of opportunity was not available, you were on your own,” adds Spooner. “If you were lucky enough to know somebody who was at a higher standard than yourself, things could happen, but I think that the opportunity we’re able to give people is second to none. And that is what makes it so satisfying.”

>>>>

Meet four of the Academy's star graduates



Harry Tinncknell
Programme:
 Team UK
Current job:
 FIA World Endurance
 Championship

www.harrytinncknellracing.com

Tinncknell failed to get onto the Academy at his first attempt in 2009, but a year and two Formula Renault championships later, he was given a place. A few years afterwards, he moved from single-seaters into endurance racing and has gone on to achieve considerable success. He has won the 24 Hours of Le Mans twice, in LMP2 and GTE Pro and has also enjoyed victories in the IMSA 12 Hours of Sebring, the Petit Le Mans and the 6 Hours of Watkins Glen, as well as winning the overall championship in ELMS. This year he is competing in the World Endurance Championship (WEC) for Proton Racing.



Tinncknell has had great success at the 24 Hours of Le Mans



Tinncknell racing the Dempsey-Proton Racing Porsche 911 RSR



Chris McCarthy
Programme:
 Enhanced DiSE
Current job:
 Motorsport
 commentator

www.linkedin.com/in/chris-mccarthy-317691a3

McCarthy joined the academy in 2010, when it was in its early stages. He was competing in Junior Rotax and Formula Kart Stars at the time and, like many in the field, dreamed of becoming a professional racing driver. In 2012, however, while at an event at Whilton Mill, he suffered an epileptic seizure, which resulted in him losing his race licence. That steered him to his other passion, commentary, and he kicked off his career behind the microphone at that very same circuit in 2014. Since then, he has risen through the ranks and this year he was asked to join the Formula 1 broadcasting team, commentating on Formula 2, Formula 3, and Porsche Supercup this year, plus commentated for 'Sky Sports F1' on IndyCar.



McCarthy has successfully redirected his motorsport passion in to broadcasting and commentating

JEP

Drew Gibson

JEP

Lukas Wunderlich

Andrew Lofthouse

Lukas Wunderlich



Katie Milner
Programme:
 Team UK Futures
Current job:
 McLaren Development Driver

www.katiemilner.com

When Milner started at the academy in 2016, she was racing in the Junior Saloon Championship and became its first female champion – dominating the season and finishing with a winning points margin that is yet to be beaten. The daughter of former rally champion Jonny Milner, she was always destined to get behind the wheel and did so at the age of six, with wooden bricks on the pedals so she could reach them. In 2020, she was selected by McLaren to join its factory team in the British GT Championship, and she is now putting together plans for her next move in 2023.

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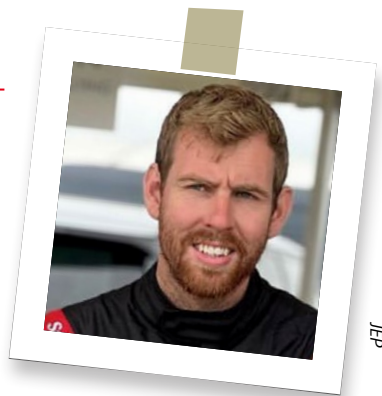
Milner races for McLaren in the British GT Championship

Ross Whittock
Programme:
 Co-Driver
Current job:
 FIA WRC2 co-driver

www.rosswhittock.com

Whittock joined the Academy in 2015 in the first year of the co-driver scheme's current format. In only his second season on the pace notes, he was participating in the British Historic Championship with Ben Llewellyn, but as the son of a former professional co-driver, the talent was in-built. A year after starting on his Academy pathway he joined the British Rally Championship and made his WRC debut in Rally GB, finishing as first Newcomer, first Privateer crew and highest ranked British co-driver under 25. By 2019, he and driver Chris Ingram became the first British European Rally Championship title winners in 52 years, and he has now stepped up to WRC2.

JEP



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Trophy winners on the Ypres Rally

JEP



Whittock competing in the Network Q Vauxhall Adam R2

We spoke to Ticknell, McCarthy, Milner and Whittock about their experiences in the programme and how it has accelerated their careers. This is what they said...

How, when, and why did you get involved in the academy?

HT: I saw an advert in Autosport for Team UK in 2009. It was my first year in cars and I went for an interview with David Brabham, Robert Reid, Fiona Miller, and some of the other leaders of the programme. I didn't get onto the scheme that season, but the links I made that day and my results in Formula Renault that season, winning two championships, helped me be part of it from 2010.

CM: I was at in Glan-Y-Gors competing in a round of the Formula Kart Stars Championship and I remember my dad finding a flyer and reading through it with me. I was still at a very early stage in my career, and it seemed like a great opportunity to help make some progress both on and off the track. Becoming a professional racing driver was my dream so I was willing to do anything to give me an extra edge over my competitors. After doing some online research it seemed like a brilliant opportunity to make some big steps forward and take me closer to racing in single-seaters and to get some support that we otherwise wouldn't be able to afford. That was one of the biggest appeals of it for me.

KM: I studied at Loughborough for three years and saw the academy through Facebook. I knew that was what I wanted to do once I had left school, and I was offered a place on the squad program, now known as Team UK Futures, in 2018!

RW: I started in the Academy when the co-driver scheme was restarted under its current format. The opportunity to gain knowledge from the scheme was too hard to pass up and I joined to gain the skills to be a professional co-driver.

Do you remember your first day on the academy?

HT: I remember getting the email to say I was on the programme and discussing it at a pre-season test at Barcelona with one of my buddies, Will Buller, who was also on the programme. We were both excited for what lay ahead. I knew most of the other drivers on the programme, but I was pretty much the youngest, so I remember thinking 'I'm just going to try and emulate them as much as possible'. I was also keen to improve my technical understanding, fitness and media training and it was memorable to have a discussion with David Brabham, who had won Le Mans and been in F1. Seeing him genuinely being invested in my career and development was quite surreal!

2020: Harry Tincknell and Aston Martin win the 88th 24 Hours of Le Mans GT class



JEP

CM: The programme was still in its very early stages and still had a relatively low profile, so I wasn't too sure what to expect on the first day – but when we pulled up and saw the likes of Josh Webster, Matt Parry, and Joe Reilly, I realised I was part of something pretty special. These drivers were dominating the category I was racing in, both in the UK and around the world, so to be selected alongside them made me pretty nervous, but also very excited! It is fair to say that first day was very overwhelming for someone in their third season of karting, but it just made me even more excited to get started! I was inspired right from the off to give it everything I could.

KM: I remember only knowing one person in my year, but the years above really helped me settle in and find where I was going. We were all new to the area, so we soon got into friendship groups and spent time together at college and outside. At the time I joined, I was leading the Junior Saloon Car Championship and the academy really helped me focus on my weaknesses and kept me in the correct mindset to win the title.

RW: My first day was the day before the Nicky Grist Rally in 2015. I was nervous because I had very little experience compared to the others, but it was good to hear what they had to say and what was coming up for us that year.

What lessons did you learn that have helped you the most?

HT: Making strong connections and being genuine and likeable is crucial. The amount of people I met in the programme who I still have interactions with now in my professional career is amazing. I also learned that there is a lot more to being a racing driver than just being fast. We covered every area of the industry – factory tours, supplier visits, fitness and toughness tests, media training, career advice, simulator days and time with driving coaches – and it made me realise I had a lot to learn to reach professional standard in all areas, but I had the tools to do it. My time there helped me understand hard work beats all and that the only person who can make things happen is me. Keeping that motivation is important.

CM: Preparation is critical to success. The Academy made me do preparation I had never done before, both physical and mental, and that built my confidence. I use that now in commentary, because I know if I am prepared for an event, I will be going into it with much more confidence and will perform to a much higher level. I also learned that networking is key. We got to meet lots of guest speakers

and trainers and shaking their hands and thanking them for their time went a long way. That actually helped me build a relationship with fellow commentator Tom Gaymor, and it has also helped me get several jobs since. Another important area I discovered was psychology, which I would never have got the opportunity to do without the academy. It really opened my eyes to how important a good mental state is to performance, and I still use that to this day.

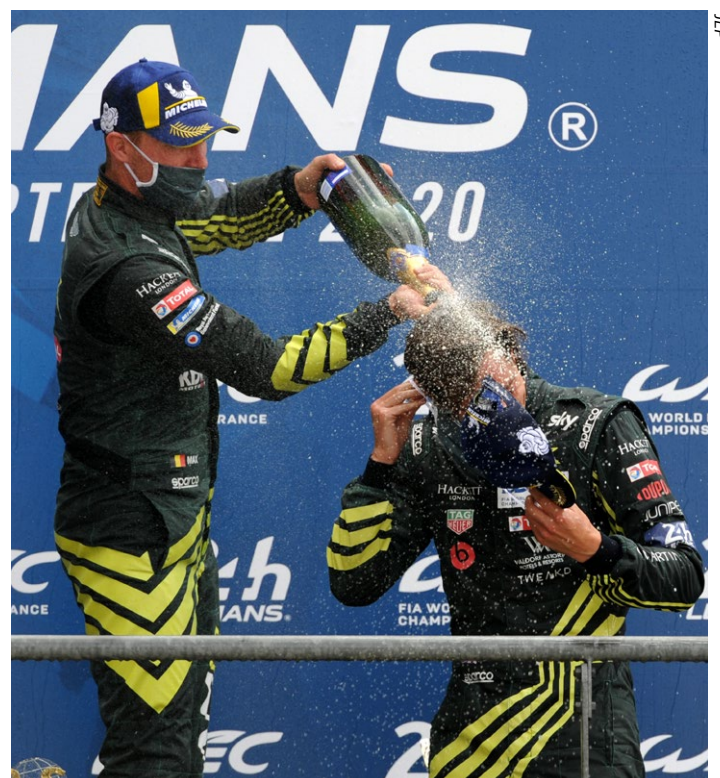
KM: I learnt to be friends with everybody, because in later life you never know when you need them. It also really helped me understand sponsorship and what businesses want from supporting somebody and I realised how important it is to focus on my own goals, especially on the fitness side of the sport.

RW: The things I learned about all the small details that go into pre-event planning have now become very useful. Learning 'the feel' with Nicky's special hat was the biggest improvement for me and I always enjoyed and learnt a lot from the days spent at the Porsche Performance Centre.

What was your favourite thing about being on the academy?

HT: Team Spirit. We had a great time doing all the activities and all the drivers got on super well. It was delivered in a fun way, which made it very enjoyable while still being a big help to our careers.

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CM: Building friendships with all the other drivers. We all became very close and spending time with them away from the classroom and gym was always really enjoyable. It really felt being part of a family and everyone routed for each other when it came to racing. Even to this day I see many of those drivers around the paddock and we often talk about our time there.

KM: The people I met along the way. Connections are so important in motorsport and quite a few of them now help me with my career.

RW: Having days to nerd out on all things co driving!

What single moment do you look back on as your greatest personal highlight in the academy and why?

HT: Probably finishing the 48 military toughness course. Around 12 of us started and I was one of only three that made it the whole way. It started with a real fitness beasting, followed by a trip through a river and mud then straight into a 10-hour hike through the night. And that was just the first 12 hours! There were lots of other military tasks involved too – some more fun than others – and we had virtually no sleep. I had no doubt in my mind that I wouldn't give up, but our willpower was certainly tested.



CM: The moment I was told that I had been nominated as a finalist for the RSF MSA Young Driver of the Year Award. During the programme, we were told that five drivers would be picked to take part in an end-of-year shootout. Given the ability in the room, I never thought I would be one of them, but after a lot of hard work I was chosen. It meant a huge amount to me after all the work I had put in and although I never won, it is still as one of the proudest moments of my career.

KM: I was featured on a leaflet that was put up around the college. The leaflet said about my achievements in winning the Junior Saloon Car Championship and other club and newspaper awards. It was designed to inspire other college members and I was proud to be able to do that.

RW: In 2019 I was asked to do a test with Elfyn Evans in the Fiesta WRC. This is when you realise that everything you have been taught needed to be put into practise at those speeds!

How did the academy open doors and help you progress up the ladder?

HT: For me, the biggest thing was that for all the people I met in the programme, when I met them in the motorsports world it wasn't for the first time. For example, I have driven for Multimatic for the past eight seasons, and when I met Larry Holt to discuss him signing me for the Ford GT programme, I was able to joke about how he had given us a lecture on dampers back in 2010. Did he sign me because of that? No, but the connection helped to keep that initial conversation moving and he knew I had a good education with reputable people.

CM: When I made the decision to pursue commentary, I was put in touch with Tom Gaymor, who had come in to do a talk with us about how he turned his career-ending incident into a career in commentary. As I had found myself in a very similar situation, I felt he was the best person to speak to. We met up and he took me into Eurosport to show me around the studios and meet some of the team. Since then, he has been a bit of a mentor to me in my career and this year we commentated together for the Formula One Broadcast Team on the FIA Formula 2 Championship at the British Grand Prix – a very special moment and one that all started because of the Academy.

KM: The Academy gave me great connections within fitness, and I also met valuable people at places like Pirelli, who have since helped when we have struggled with tyres on a race weekend.



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RW: Pure and simple, it helped me secure my first ride on the International stage because it made me more known to people at that stage in my career.

What lessons from the Academy have been of most use to you in your racing career?

HT: I make detailed notes on my driving so I can learn from my strengths and weaknesses so that the next time I go back to the specific track I remember what I was doing. I also make detailed reports for the engineers on car feedback and can give eloquent responses to the media, whether that is after a session at the track or for a Q&A in a magazine! I also stay sharp in the gym, and I have the attitude of waking up in the morning and thinking 'what am I going to do today that will make me a better racing driver?'

CM: I always try to be as prepared as I can be when I go to commentate. When I was in the Academy, we left no stone unturned when preparing ourselves for a race meeting and that is the philosophy, I have taken with me into

commentary. Being in a room with so many talented drivers I often thought to myself, what could I do to prepare even more than them and I use that same philosophy in the world of commentary now, given the amount of talent around. I will be forever grateful for everything they did for me.

KM: I currently spend a lot of my time coaching other drivers and the skills I use have come direct from the academy. When I was racing last year, I used a lot of skills to prepare in the best way possible physically and mentally.

RW: All co-drivers do things differently, but the basics are the same between all of us. By picking up on these and noting the special things others do, I always try to incorporate them into my preparation and put my own twist on them. 🌀

Ross Whittock co-driving on Wales Rally GB



UP TO SPEED



Santa Pod

EVs in motorsport

Motorsport UK has been working to make the sport open to Electrified Vehicles. This is a summary of the developments so far

Electrified Vehicles is the umbrella term covering battery electric, hybrid, plug-in hybrid cars, and as the motoring world continues to evolve motorsport needs to do the same. In 2019 the technical and safety regulations were developed by members of the Technical Committee, with input from competitors, vehicle manufacturers, preparers and others interested in taking these vehicles racing.

Also in 2019, Motorsport UK provided level one Electrified Vehicle safety awareness training to Scrutineers at their annual seminars, and the course has subsequently been developed into an online training module available to all Officials. By September 2022, 972 members of the motorsport community had completed the online Electric Vehicle Awareness course.

Furthermore, in conjunction with Mission Motorsport, Motorsport UK offered an IMI Level 2 qualification in Electric and Hybrid Vehicle Hazard Management for Emergency and Recovery Personnel to one member of each Rescue and Recovery Unit in the UK and, to date, 115 people have achieved this qualification. During 2023, the content of this course will be rolled out to all licensed Rescue and Recovery crew members to ensure best practice when faced with an electric or hybrid vehicle on an event.



The University of Wales Trinity Saint David ran a Tesla Model 3 Performance at the Dick Mayo Sprint at Castle Combe in July


At the 2020 Autosport show Motorsport UK held an Electrified Vehicle Forum, where industry stakeholders, competitors and Championship organisers were invited to discuss and contribute to the plans for including EVs in Motorsport UK events.

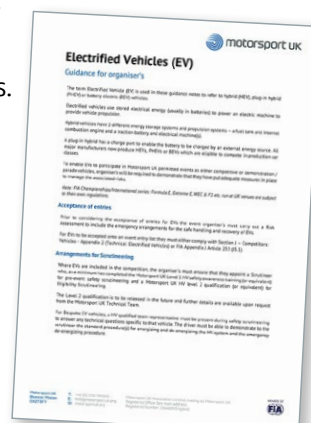
In 2020 the technical regulations for Electrified Vehicles were included in the yearbook for the first time, including safety requirements. (Yearbook Section J Appendix 2).

Documentation

Guidance for Event organisers on EVs has been published, and this is regularly updated. This documentation gives the Clubs the information they need to consider when accepting EV entries to their events.

To access the latest information, click [HERE](#).

Motorsport UK has also developed an Electrified Vehicle Passport system to monitor and approve individual Electrified Vehicles taking part in certain Motorsport UK events. To date, 13 passports have been issued, including road-going cars such as Tesla, BMW i3, and Nissan Leaf. These are primarily used in sprints and hill climbs. There is no requirement for passports for standard EVs in club level events such as Autotest and AutoSOLO. 



Black Current 4 – a bespoke EV drag race VW Beetle

Clubs and organisers seeking guidance on running EVs at their events should contact Motorsport UK via the relevant department below:

For Regulation enquiries: technical@motorsportuk.org

For Training enquiries: training@motorsportuk.org

For Club / Venue requirements: safety@motorsportuk.org

Team UK's Top Ten

Motorsport UK's Team UK will contest ten disciplines at the second edition of the FIA Motorsport Games in Marseille, France later this month

The FIA Motorsport Games is an inclusive, global celebration of the sport in all its forms, bringing together drivers from every corner of the world, with around 80 National Sporting Authorities (ASNs), such as Motorsport UK, expected to take part.

After the COVID-19 pandemic cancelled the event in 2021, seven competitors – Laura Christmas, Mark King (both Auto Slalom), Corey Padgett (Cross Car Junior), Dan Rooke (Cross Car Senior), Chris Froggatt (GT), Tim Jones (Historic Rally) and Oliver Mellors (Rally2) – have had their entries rolled over to the re-arranged 2022 dates. Chris Smiley has been chosen to represent Team UK in the Touring Car discipline.

The 30-year-old from Northern Ireland is a race winner in the British Touring Car Championship and has plenty of relevant experience in the TCR machinery that will be used in the Games.

Smiley heads into the final round of the 2022 TCR UK series tied level on points at the top of the standings, and with every hope of taking the coveted crown at Donington Park.

Team UK will be among the favourites for Gold in the Esports category after confirming James Baldwin as its entry.

Team UK is captained by Chris Froggatt

Baldwin is one of the nation's brightest talents in sim racing. He approaches the competition as a known quantity thanks to his performances at the Race of Champions, on World's Fastest Gamer, and his race-winning performances in the British GT Championship, both in real life and on the sim rig.

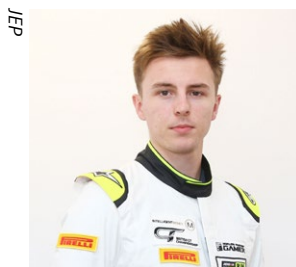
And, lastly, Titan Motorsport will represent Team UK in Karting Endurance, with the experienced quartet of Owen Jenman, Jack O'Neill, Mike Philippou and Rhianna Purcocks, under the guidance of Team Manager, Martin O'Neill.

Team UK heads to the south of France under the captaincy of GT driver Froggatt, in time for the opening ceremony on Wednesday 26th October.

"I'm honoured to be selected as Team UK's captain for the 2022 FIA Motorsport Games in Marseille." says Froggatt.

"It's an event I'm incredibly passionate about, bringing together nations from across the world in a celebration of the sport in all its forms. As a team, I think we have a very strong line-up, and there's absolutely no doubt in my mind that we get on the plane with the mentality to win.

"Thanks to Motorsport UK for selecting me to lead the team, and I can't wait for touchdown in France."



James Baldwin takes on the Esports challenge



Chris Smiley will represent Team UK in the Touring Cars



Jenman, O'Neill, Philippou and Purcocks form the Karting Endurance team



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NEWS IN BRIEF

Southwest Fundraisers

South Hams MC, Camel Vale MC and Plymouth MC have jointly donated £2,051.28 to both the Cornwall Air Ambulance Service, and Westcountry Rescue, which manned by trained, unpaid volunteers, who are called upon for all local speed and rally events in the southwest and further afield. The monies raised were as a result of the Boconnoc Estate events which were run by the Clubs from 2012 to 2018.



Beetle Drive

Swedish rallycross driver Daniel Thoren makes his Motorsport UK British Rallycross Championship 5 Nations Trophy debut at Lydden Hill in November, racing a Volkswagen Beetle run by the legendary Per Eklund Motorsport team, in the final rounds of the 2022 season.



AUTO PHOTO Awards 2022

Shutter Hub has launched a new awards programme, inviting all photographers to get involved and share their automotive imagery. AUTO PHOTO Awards will celebrate the best in automotive photography, creating new connections between international communities and photography and automotive industries.

www.shutterhub.org.uk/call_for_entries/auto-photo-awards



StreetCar presents – the Woolbridge Car Trial

On the 18th of September Woolbridge Motor Club hosted their fifth annual car trial taster day, taking place near Hog Cliff Hill in Dorset. The event, which is part of Motorsport Month South West, consisted of two hours of familiarisation over the three different courses, with a taster competition in the afternoon.

This was the first time this event has been organised under the StreetCar banner and featured over 20 entrants in a huge range of vehicles, including Motorsport UK's own StreetCar MINI. From curious retirees to excited teenagers, the event included an array of ages, backgrounds, and genders – many of whom were there experiencing their first ever car trial.

The morning consisted of the drivers briefing and an introduction to the discipline by Mark Hoppe, clerk of the course. A total of three tests were constructed. As the day evolved each test was tweaked to make it progressively harder, with all drivers noticeably improving throughout the first half of the day. Each course had two or three friendly marshals offering general advice, running demonstrations, and answering questions. Competitors were allowed unlimited runs in the morning to get a feel for their cars and learn about the key car trial skills: slow speed control, clutch control, momentum, and positioning.

By lunch time everyone was familiar with the courses, and the stage was set for the afternoon competition. While the drivers had a lunch break, Hoppe and the team at Woolbridge Motor Club set up the final three and hardest courses of the day.

Each competitor completed each course three times, with the goal to accumulate the least number of penalties and the lowest possible score. On each course, the first post at the bottom was marked as 13 and the final post as 1. A perfect run resulted in a 'zero' score with competitors completing nine runs.

Julian Labouchardiere took the top spot in a MG Midget with a total of only two penalty points. Top honours earned him a free entry to the first round of the Woolbridge Car Trial championship.



The drivers briefing from the Woolbridge team



You can read more about Woolbridge Motor Club's upcoming events [HERE](#)

Motorsport in your everyday road car



The UK's grassroots motorsport scene represents thousands of competitors, with hundreds of events taking place every year.

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

There are three principle StreetCar categories, offering 12 unique opportunities to participate:



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Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!



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Race to the Rescue

This year, a motorsport Rescue Unit competed against the professional fire and rescue services in the UKRO 'Rescue Challenge' for the first time

The United Kingdom Rescue Organisation (UKRO) has, and continues to be, at the forefront of development and innovation in the field of professional rescue. The National Rescue Challenge event invites rescue teams from fire and rescue services across the UK to compete in different rescue challenges. This year's event was hosted by West Midlands Fire Service on behalf of the UK Rescue Organisation. With nearly 40 fire and rescue services taking part, expert judges presided over a range of challenges, including rope rescue, water rescue, trauma care, urban search and rescue, and releasing casualties from crashed vehicles.

For the first time in the history of the challenge, UKRO gave permission for a motorsport Rescue Unit to compete against the professional emergency services. BARC North West was chosen by Motorsport UK to represent the sport and to showcase the professional standard of our volunteer motorsport Rescue Crews.

With support from Ian Dunbar OBE, Rescue Specialist at the FIA, and James Betchley, the BARC North West Rescue team were given the opportunity to work alongside world champions and the best of the best in extrication from fire and rescue services across the UK, as well as a fire and rescue crew from the Ukraine who had been specially invited for this year's event. The team took part in two timed extrication runs which were overseen by three UKRO

The BARC NW Rescue Crew with James Betchley from Motorsport UK and Aghia Pal Singh MBE from West Midlands Fire Service – the host organisers of this year's Challenge



The BARC NW Rescue Crew following their final timed extrication run. (L-R) Tom Miller, Dave White, Shaun Miller, Ian Buckley, Jon Musgrave, the extrication casualty, Andy O'Neill

Assessors, focussing on command and control, technical and medical skills. As well as the timed runs, the team also took part in vehicle location and HGV workshops. Unit Chief, Colin Witter, also showed members of the public and serving firefighters around the BARC NW Rescue Unit, which was on display in the Community Village area of the event, and encouraged them to get involved as a motorsport volunteer.

"This was the first time that UKRO had allowed a motorsport Rescue Unit to compete against the professional fire and rescue services from across the UK," explains James Betchley, Officials Pathway Manager, "The level of dedication and training required to compete in this event underlines the highly professional standards of volunteers in UK

motorsport; and this weekend showcased that at the highest level. The team should be very proud of themselves!"

"We have learned so much as a team from this and held our own as motorsport rescue against top professional teams," reflected Shaun Miller, BARC North West Rescue Team Incident Commander, "We gained a lot of respect from the teams and UKRO assessors. This was an experience we want to repeat, and also take into our way of working going forwards. Well done to the Greater Manchester Fire and Rescue team for winning overall. Thanks go to Ian Dunbar, James Betchley, and the continued support of SYNETIQ."



Sustainability News Summit Report

The Sport Positive Summit, held at Wembley in early October, brought together sports stakeholders from all over the world to support the acceleration of positive climate action and ambition, to safeguard the future of global sport. Speakers from motorsport included Barbara Silva (FIA), Julia Palle and Henry Chilcott (Formula E), Julia Wall-Clarke (Extreme E), Kim Wilson (McLaren Racing) and Motorsport UK sustainability committee member Dr Cristiana Pace. Also attending were representatives from Silverstone and Williams racing.

C Walkingshaw



Delegates discussing the sustainable future of sport

The summit provided an opportunity for Motorsport to share its progress with other sports. The FIA discussed its sustainable propulsion roadmap meaning every FIA championship would have some form of sustainable energy content by 2023, whether hybrid, battery electric or sustainable fuel adoption. Formula E and Extreme discussed how having a series conceived around sustainability was a much easier journey than those needing to adapt, and McLaren provided insight into its innovative circular economy principles. The event concluded with a meeting for United Nations Action for Climate Change signatories sharing their progress to date and discussing the direction for the future.

NEWS IN BRIEF



Upcycling utopia at Revive & Thrive

The 2022 Goodwood Revival had a 'Revive and Thrive' ethos which included a new 'Make-Do & Mend' area showcasing a host of restoration projects, plus the inaugural Car Boot Sale on the Sunday celebrating circular fashion. The Goodwood Revival community is committed to restoring and looking after vintage, historically significant cars is a vocation, firmly based on a long-term world view that relies on the mantra of 'make do and mend'. With increasing significance, this appreciation for quality rather than quantity, and a focus on cherishing belongings for a lifetime of use. Their aim is to educate and inspire, challenging us all to reconsider today's throwaway culture.



Goodwood / Stephanie O'Callaghan

Inspire and award

The Motorsport UK Sustainable Club of the Year awards highlight the clubs that have taken a proactive and impactful approach to sustainability over the year, and that they have showcased action, education and behaviour change for members. Submit your nominations here:

www.motorsportuk.org/the-sport/awards

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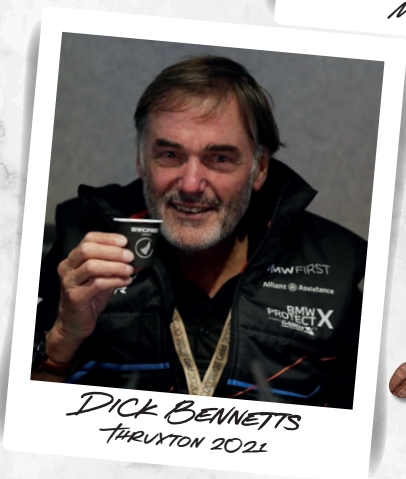
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ROKiT British F4 Esports Championship



Motorsport has announced the first ever ROKiT British F4 Esports Championship, with

a 12-round series to decide the inaugural British Esports title in the discipline. Teams of two drivers will battle for a share of a £6,000 cash prize pool on iRacing's platform in the Formula IR-04, which is based on the real-world second-generation car used in the ROKiT F4 British Championship certified by FIA. <https://fiaformula4.com/esports>

Twelve races will be held across each of the six Friday night race nights on circuits used in the existing ROKiT British F4 calendar – including Donington Park, Silverstone and Brands Hatch. The parallels continue with the real-world championship, as ROKiT becomes Title Partner to the ROKiT British F4 Esports Championship. The first five events will be broadcast live on RaceSpot TV, with the final round streamed live on iRacing's YouTube channel.

Alongside being crowned the inaugural ROKiT British F4 Esports Champion, a fully sanctioned Motorsport UK British title, and receiving a share of the £6,000 cash prize pool, the winning driver will attend Motorsport UK's annual Night of Champions awards ceremony at the Royal Automobile Club.

Twelve teams have already confirmed their place on the grid, including 2021 ROKiT British F4 champions **JHR Developments**.

Arden YRDA will compete with the support of their affiliated Young Racing Driver Academy.

ROKiT Racing Star will field a team in the 2022 championship.

Team Fordzilla was among the first to commit to the championship. They will enter two teams, the second under the **Team Fordzilla Hybrid** banner.

TeamSport and Century Sim Racing have combined forces in a bid to win the inaugural title with their **TeamSport Century Sim Racing** team.

Apex Racing will enter two teams, with an affiliated **Apex Racing Academy** squad to complement the main team.

Mensah Racing aims to make the grid more inclusive and racially diverse and includes members of the Racial Diversity Sub Committee who support Motorsport UK's Equality, Diversity, and Inclusion Strategy.

Prismatic Motorsports is a sim racing team providing transgender and non-binary people to have an entry point into the discipline. Their mission is to elevate trans talent within the industry and to advocate for greater inclusion within esports.

Kimura Performance, an organic sports and esports venture capital organisation, joins the grid alongside **Munster Rugby Gaming**.

For all enquiries, please contact Paul Crawford on esports@motorsportuk.org

Championship Calendar

Friday night racing:	7pm-9pm (GMT)
Donington Park National	14th October
Oulton Park Island	21st October
Knockhill	4th November
Snetterton 300	11th November
Silverstone Circuit National	25th November
Brands Hatch GP	2nd December

NEWS IN BRIEF

Win a copy of F1 Manager 22

Motorsport UK has four digital copies of the latest F1 Manager give to give away. There are two PC game codes and two PS5 game codes up for grabs. To be in with a chance to win, click [HERE](#) and enter your details online.



Sim Staff vacancies

Launched in 2021, SimStaff provides freelance career opportunities to the Sim Racing community. The specialist agency can deliver staff with expert sim racing knowledge for motorsport brands in Live Event activations. CEO Josh Martin represented Bentley Team Parker Racing in the SRO Esports series in 2020 and finished 7th overall in the 2021 Ferrari Esports Series.



Girls on Track go digital

On Saturday 15th October, Motorsport UK HQ is hosting over 70 Girls on Track UK Community members for a networking event. Members will have the opportunity to meet and network with like-minded females, hear from some inspirational females in the sport as well as try their hand on the Motorsport UK Sims. Hosting the live panel discussion will be motorsport presenter Ariana Bravo who will be talking to:

- Mission 44's Stephanie Travers
- Girls on Track UK Ambassador and racing driver Nathalie McGloin
- Codemasters Associate Brand Manager, Catrin Price
- Codemasters / Slightly Mad Studios' Director, Elly Marshall

Codemasters is joining Motorsport UK to talk about the latest news from GRID Legends game. Our members will get the chance to compete in a mini league running on the day and have the chance to win some top Codemasters goodies!



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Lorraine Gathercole



Lorraine Gathercole, Chair of the British Women Racing Drivers Club (BWRDC), racing driver and rally driver, passed away on 25th September 2022, after a very brave and determined battle with cancer. Known for her laughter, kindness, and fortitude in the face of adversity, she championed women and girls in all forms of motorsport. A much-loved friend of so many, she will be greatly missed.

As well as Chair of the BWRDC, Lorraine has served as Chair of the Motorsport UK Historic Committee where she led the agenda discussion items offering a competitor, supplier, and female perspective.

Lorraine joined the BWRDC over 20 years ago, serving on the committee as Club Secretary, Press Officer, and Vice Chair. She was elected club Chair in 2017 and was re-elected in 2020; while maintaining the Press Officer role. Throughout her leadership, she used every opportunity to increase the profile of the BWRDC, its members and their activities on and off the track.

Lorraine masterminded a sponsorship scheme to help provide the funds for the BWRDC's 50th anniversary celebrations in 2012. Each decade was sponsored by a driver from that era. More recently, she was also part of a team of three BWRDC members who appeared in Channel 4's *Mission Ignition* Challenge programme, whose task was to rebuild a car after a television crew had stripped it apart, the prize was the rebuilt car. The BWRDC team were the proud winners of a Porsche 944.

Her vision, belief and determination enabled the BWRDC to achieve a British record of the most women racing drivers competing in one race (29). The *Race for a Record* event was part of the annual Walter Hayes Trophy meeting at Silverstone in 2014; where BWRDC members also enjoyed the hospitality of the BRDC clubhouse.

Throughout her illness Lorraine remained actively involved with the BWRDC, offering help and guidance to the committee, and continuing to encourage members in their racing endeavours. Now in its 60th year, Lorraine once again initiated ways to raise funds to celebrate this milestone.

We offer our sincere condolences to her husband, David, and to all her family and friends, and to all those whose lives were touched by Lorraine's special kind of magic.



Helen Allen, BWRDC Chair



Many people in the historic racing fraternity have been shocked and deeply saddened by the death of Lorraine Gathercole after a battle with cancer.

Lorraine started racing with her uncle in 1995 in an MG Midget and later moved into historic racing with her husband David, a renowned race engine builder. She raced in Formula Ford, Formula Junior, Formula 2, and sport cars until her illness developed. For much of the time she battled cancer with bravery and dignity, Lorraine continued to visit race meetings and she was always greeted with great warmth. Sadly, as her illness progressed, she was less able to be out at events.

Before her illness, Lorraine even adapted to David's passion for rallying and tackled the 2019 Roger Albert Clark Rally in a Ford Escort Mk1. Despite the physical and driving challenge of such a long and arduous event, she was elated to record a finish at her first attempt on the five-day forest rally.

Behind the scenes, she worked tirelessly for historic racing and for women in motorsport, as well as working in David's race engine business.

She was a full of life character with a warm and ready smile who brought sunshine to any race paddock. She had time for everyone, no matter who they were, and she will be deeply missed across the sport.

Andy Dee-Crowne, CEO of the Historic Sports Car Club said: "Lorraine was one of the nicest people you could ever meet. Her sense of humour and infectious laugh were captivating. She was no slouch behind the wheel of a racing car as many including myself can attest to. She was an ambassador for women in motorsport and was always helping others. She was my friend, and I will miss her."



Jeff Bloxham

Jeff Bloxham

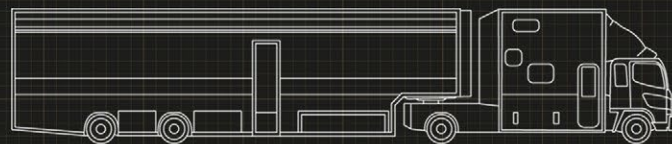
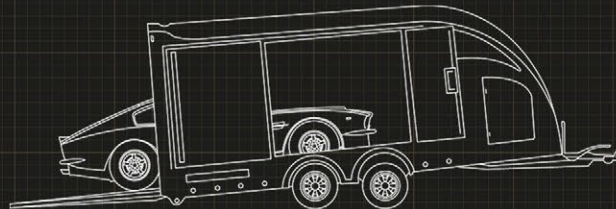
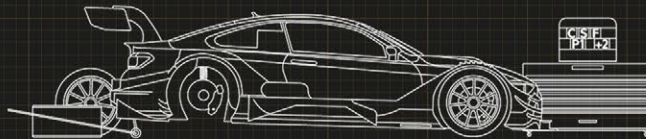
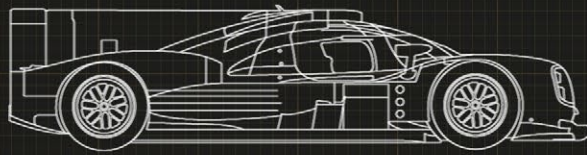


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New guidance for Category Two Stage Rally Cars

Motorsport UK has published new guidance on Category Two stage rally cars, to clarify to Scrutineers and Competitors what chassis modifications would require a car to be classified as a Category Two car and what the limit of modifications is for cars within Category Two

The guidance can be viewed in the Resource Centre of the Motorsport UK website, by clicking [HERE](#).

The guidance gives specific clarification for MkI and MkII Ford Escorts on the accepted specification under the Category One regulations based on the common practices on how these models have been prepared for rallying over the last 40+ years.

There will of course, be a number of vehicles required to be re-classified from Category One to Category Two following the publication of this guidance. Please be assured that re-classification into Category Two does not affect the eligibility of any vehicles in Stage Rallying under Motorsport UK General Regulations. It just means that a more detailed Scrutineer inspection, normally with a Technical Commissioner, is required to ensure that any chassis modifications have been undertaken to a safe standard and a Category Two Stage Rally Vehicle Identity Form issued as an accompaniment to the Vehicle Passport to detail the modifications.

To make the transition from Category One to Category Two for those vehicles that need to be re-classified as simple as possible, Motorsport UK has put the following arrangements in place.

Once a vehicle has been identified as requiring re-classification by a licenced Scrutineer, the Vehicle Passport / Competition Car Logbook will be annotated and the owner will be granted six months to have the vehicle inspected and the Category Two documentation completed. The vehicle can continue to compete using its existing Vehicle Passport / Competition Car Logbook during this period.

Suitably experienced National Grade Scrutineers may be authorised to undertake the Category Two inspections where a Technical Commissioner is not available. For vehicles with existing Category One Vehicle Passports / Competition Car Logbooks which should have been classified as Category Two from the initial inspection, the Category Two application fee will be waived, Motorsport UK processing the Category Two application free of charge. Although the applicant may be required to pay for the inspecting Scrutineer / Technical Commissioner's expenses.

If you have any questions about this guidance or the Category Two application process, please contact the Motorsport UK Technical Team by email: technical@motorsportuk.org or on **01753 765 000**.



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INTERNATIONAL

**PERFORMANCE & TUNING
CAR SHOW**

12-15 JANUARY 2023
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***EUROPE'S LARGEST
MOTORSPORT
EVENT IS BACK***

Kick start your motorsport season
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Autosport International is back

Autosport International returns with new and much-loved features including **The Racing Car Show** and the **Live Action Arena**. Tickets are available now!

Autosport International makes its long-awaited return to Birmingham's NEC on 12th - 15th January 2023. The show, which has more than 30 years of history and is the largest motorsport exhibition in Europe, will feature a huge variety of cars, exhibits and guests. Whether you have a newly found interest in motorsport, or have been following the sport for decades, a trip to Autosport International never fails to excite.

The show features The Racing Car Show, the Performance & Tuning Car Show and Autosport Engineering Show. There will also be guest appearances from VIPs, influencers, and industry experts! Giving you the opportunity to experience a huge variety of motorsport and automotive exhibits within the halls of the NEC.

Autosport International has something for everyone

Kick off the motorsport season at The Racing Car Show, with exhibitors from across the motorsport spectrum. Listen to star drivers reflect on 2022 and look

ahead to 2023 on the main stage and get up close and personal with hundreds of the world's finest racing machines. For licence holders, it is a chance to meet championship promoters, car manufacturers and racing clubs to plan for the season ahead.

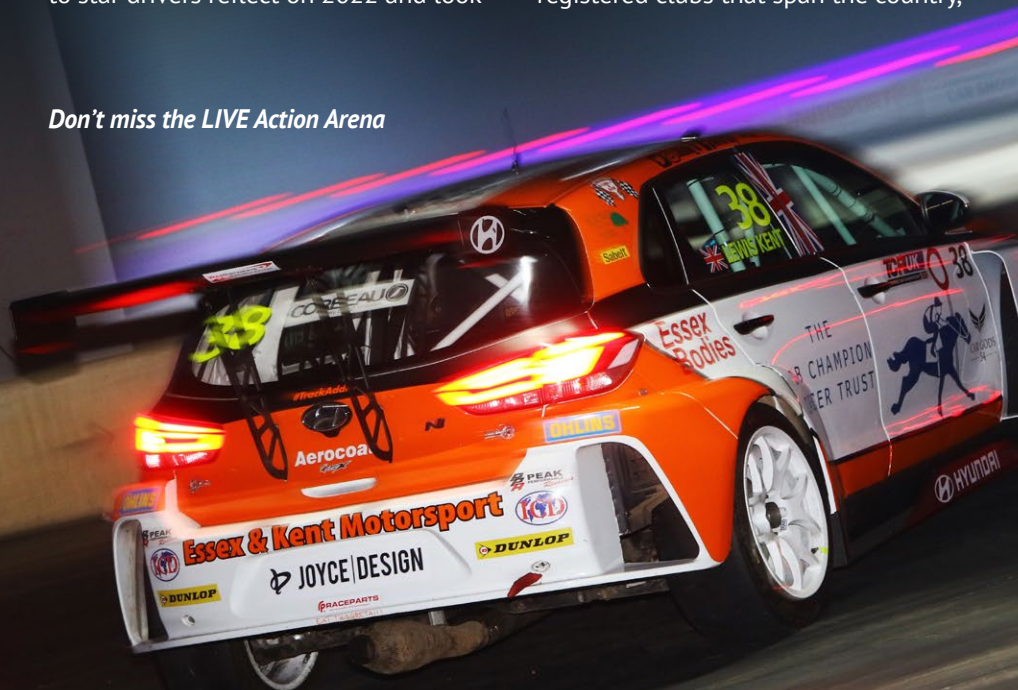
Elsewhere, the Live Action Arena returns as one of the highlights of the Autosport International weekend. The spectacle is set to host world-class drivers, riders, and special guests. A thrilling experience whether you're new to motor racing or have been following the sport for decades, the Live Action Arena boasts a huge range of diversity. Packed into a thrilling 45-minute show, expect to see vehicles from the world of rally, tin tops, motocross and grassroots motorsport provide spectacle of explosive stunts and races.

Autosport International is the first opportunity in the year for members, marshals, and race licence holders to meet. There are 750 Motorsport UK-registered clubs that span the country,

and motorsport in the UK is as healthy as ever. Autosport International is a must-visit event if you're interested in taking part, spectating, or becoming a volunteer in 2023.

Ben Whibley, Autosport International event director, commented: "The return of Autosport International is something that many in the industry have been looking forward to. We have numerous new features in the pipeline and are looking forward to sharing those with our fans and partners later this year. Whether you attend Autosport International to trade, network, or for a fantastic family-friendly day out, visitors can expect a revitalised setup and something for the whole family to enjoy."

Don't miss the LIVE Action Arena



SPECIAL OFFER FOR MOTORSPORT UK MEMBERS

Exclusively for Motorsport UK members, Autosport International is offering a £5 discount on tickets when you use the code **'MOTORSPORTUK23'** at checkout.

You can buy tickets to the show via The Autosport International website www.autosportinternational.com





*Riches has dedicated
30 years to BTCC*

Peter Riches: Touring Car's technical titan

As British Touring Car Championship Technical Director and British Grand Prix Chief Scrutineer, Peter Riches has been at the heart of UK motorsport for the last 30 years. In a Revolution exclusive, he looks back on a career that spans building double-decker buses to pioneering tech at the top tier of British motorsport. Interview by Will Gray

Peter Riches, the British Touring Car Championship Technical Director, retires from the role at the end of this season, after almost 30 years of service. Handing over the reins to his son and long-time deputy, Sam, he knows the future is in good hands. But his shoes will be big ones to fill.

Anyone who knows Riches well will understand why he has lasted so long. Just like the late, great, Charlie Whiting, who held a similar long-term position in Formula One, his mix of openness and asserted authority has delivered the perfect balance to handle a series that, in his time, has morphed from a multi-million pound manufacturer showcase to an action-packed series now in a new heyday.

But there is more to Riches' fascinating life story than the BTCC. Having started his career on the manufacturing line of British Leyland's double-decker buses, he formed a deep understanding of engineering and worked for Lotus on both its road and race cars, before turning "to the dark side" and becoming a scrutineer.

This is his story, in his own words.



Into The Bomb Hole

I grew up near Snetterton and my first motor race was a club meeting when I was around 10-ish. I went with my doctor, because back then local doctors provided medical cover for race meetings and he was a family friend, so he took me along. I ended up going regularly. I used to watch from the corner at the end of the old Norwich Straight that brought drivers back to where the Bomb Hole is now. The cars came straight towards you, and it was great fun – nobody ever thought about whether one would crash! The world was different then.

The whole area was a real hot spot of motor racing at that time because Lotus was big, and a lot of people who worked for Colin Chapman decided to do their own thing, and so the industry grew. I started to go to races with a guy in our town who was on Ford's saloon car racing list. Later a team called GRD set up nearby to build F3 cars for people like Roger Williamson and Alan Jones. I started to do a bit of odd jobbing with them. Afterwards, when Modus set up just down the road and ran Tony Brise and Mo Harness, I went to races with them and got into mechanics.





When I finished school, I left the area and went to Leeds University to study metallurgy. Unfortunately, that was a dead subject by the time I finished my degree because the steel industry collapsed! Most people went from metallurgy into British Steel, so the jobs just disappeared, and I didn't really know where I was going. During that time, however, I got involved with Tate of Leeds, which was a Ford dealer, but they also ran Chris Meek – who ended up owning Mallory Park – in a Super Saloon Escort and in a two-car Formula Atlantic team with Malcolm Wayne. They were just happy to have weekend help, and I was happy to have weekend jaunts from university.

After graduating, I got a job in Leeds with a company called Charles H Roe. They were part of Leyland Truck and Bus and built double-decker buses. I went on the graduate apprentice program for 18 months and ended up working in every department, including going to Leyland to work on the production lines. It was a good grounding, and after several years there I ended up running the manufacturing at the factory for five years.

While I was doing that, I also kept helping Chris out at races. At one stage he ran a De Tomaso Pantera and I remember driving it up from London on the M1 with a very noisy exhaust. I was not going too quick, but I got stopped twice – because the policemen wanted to look at the car! That's what they did in the old days. 'Just be sensible young man, don't go too fast and don't make much noise through the town!' After that, Chris got a Europa from Lotus to do the Production Sports Car Championship and we ran that very successfully. In fact, we didn't lose a championship in three years! We barely lost any races.

Highs and Lows at Lotus

A job came up at Team Lotus for a deputy team manager. I applied for it and was one of two candidates interviewed by Chapman. He was one of those blokes that I think everybody admired. He runs at a thousand miles an hour, but just came over like a normal person. We used to laugh that he reckoned there were 25 hours a day, eight days a week and 53 weeks in a year! He had a high turnover of staff, but I don't think that any of them will tell you they hated him.

I didn't get the job, but I did get offered a job on the same day at Lotus Cars, just down the road. It lasted three months, then Tony Rudd, who was ex-BRM and was engineering director at Lotus, came and grabbed me one Tuesday morning. It was two days after Ronnie Petersen was killed and he said, 'come on, we're going to see the old man' so off we trundled at 8am. The old man [Chapman] said 'we are moving you to run Kettringham Hall' which was the manufacturing facility, the re-assemble facility and all the rest. I asked, 'when from?' and he said '10 o'clock!'

I was told to clear my desk, tell the people who worked for me somebody else would be appointed to look after them, then come back as soon as I could! It was a tough day to start. The old man blamed Kettringham Hall for Ronnie getting killed. In those days you could have spare cars and they had three Type 79s and one old 78. Ronnie's car failed



Managing a host of Touring Cars at Rockingham

and Mario wouldn't give him his spare, so he had to qualify the old car and Chapman argued he was in the wrong place on the grid, and that was the home base's fault because they hadn't finished the fourth car.

There were high points and low points at Lotus. I remember the Type 80, the car with no wings, and I think we'd only had about three hours in bed every night during the build. It was due to launch at the Race of Champions at Brands Hatch but that got snowed off. It still had to be launched, so they did it in the snow. I didn't go; I was in bed. I remember Chapman waking me up on the Saturday lunchtime to tell me how well the launch had gone, didn't everybody do well and all the rest of it. And he also told me he had sent me a nice bonus!

Eventually, after nearly two years there, I ran out of eight-day weeks. I went back to Lotus Cars to run the engine workshop and Tony and I started the engineering consultancy business with some engine programs that he had. Then the old man died. I walked in and I was stopped at the gatehouse and given a piece of paper that said, 'Please get all your staff together for an 8:30am meeting in your workshop' then Tony walked in and just said 'the old man died last night' and walked out again. I've never seen a workforce so shocked. I've never seen directors so shocked. The place just didn't know what to do that day.



Back to the Track

In the early 1980s, probably because I'd been a bit of a 'hooligan' with the Lotus Europa, the Royal Automobile Club approached me to become a scrutineer. I started at Snetterton on club meetings, then I was given the Production Sports Car Championship – which is the one we did very well in with a car that, let's say, was rumoured to be wide of the mark! Soon I picked up Fiestas, then at the European Grand Prix at Brands Hatch in 1985 or '86, I took over Formula Ford 1600s and 2000s because the eligibility scrutineer resigned after a disagreement with the Clerk of the Course. It always seemed that I would pick things up when disasters happened!

That was the heyday of Formula Ford 1600, when we had 240 entries at the Festival, including names like Johnny Herbert, Roland Ratzenberger, Julian Bailey. Max Verstappen's father, Jos, was one of my 'children' in that series! Then, in 1991, the person covering F3 left so I picked that up, and became chief scrutineer at the British Grand Prix, which I have done ever since. That was the year Nigel Mansell won and picked up Ayrton Senna on the cool-down lap after he run out of fuel. It was an iconic moment but bringing back drivers used to be commonplace. Now they can't even pick up a flag! If you wanted to do that these days, you would probably need to strap it in your car – but they wouldn't because of extra weight!

I went to Touring Cars in 1993, giving up most of my other roles. But I was still working for Lotus, and it soon became too big a job to manage. Two years later, I told [series organiser] Alan Gow I was going pack up. Lotus had been through massive growth with the sale to General Motors then to Bugatti, and my job kept getting bigger and bigger. I had all the engineering workshops, staff and facilities, the test track and all the production and engineering site maintenance. I would be doing a race, get home at around 11pm or later then be in the factory at 7am on Monday. It was getting too much so I said to Alan, 'I can't do both.' He said, 'well, how much do you want' and so we did a deal.

Around that time, I also got a call from Macau. They had decided to put on an invitation Touring Car race for Super Touring and they hadn't got anybody who knew anything about it. So, I was asked would I go? I was booked to do the

Network Q Rally or whatever it was called then, not as chief but as a part of the scrutineering team, and I just decided there really wasn't a lot of choice, was there? What was more exciting, a week in Macau in November or, as fantastic as that event was, a grotty week in a forest?! So, I went to Macau and ended up doing it for around 19 years.

Charlie Whiting was doing the F3 as Technical Delegate when I first went there. When he moved up to Race Director, I took on F3 because Joe Bauer, who replaced Charlie, didn't want to do that as well. Eventually Joe and I ended up doing that and the Touring Cars together for many years. It was all a bit of an end of season jolly, even for the mechanics. You worked hard and you played hard, and it was great fun.

I also got involved in A1GP when that was set up. They approached me to be Technical Delegate and we agreed on having two people at events from a group of five, as some events clashed with BTCC or Macau. We designed the scrutineering equipment, which was a more cost-effective version of the system used in F1, and I also chaired the post race issues meetings, and became Starter and Chequered Flag man due to a few unfortunate incidents with local officials! It was a great few years. I travelled to places I had never been before, but eventually, sadly, the series failed when it took the wrong direction and costs spiralled.

From Engineering to Entertainment

When I started at the BTCC, the regulations were a lot freer than they are now. Literally, scrutineering just involved checking bodywork dimensions, ride height, weight, and a rev limit, then the bore and stroke of the engine and things, but that was it. The manufacturers were in, and the FIA had just taken over the Super Touring regulations. To be honest, they let it get out of control money-wise. That's always the problem with manufacturers; you see it time and again.

There are those who describe the 1990s as the heyday of Touring Cars but, in reality the racing was not as good as it is now. Every year, one manufacturer dominated. You had Audi, Nissan, Volvo, Renault, they all had very successful years and the lap times used to drop significantly every year. There are some engineers out there who will happily tell you it was



Peter Riches at work

Jakob Ebbrey



Running the very successful Lotus Europa with Chris Meek

nothing other than an engineering prowess exercise with an unlimited budget! So, the job turned more into spending hours discussing things away from race meetings, about what teams could and couldn't do. It was very much how to push the boundaries.

That was the ultimate demise though because the cost just spiralled so much. It went 10, 5, 3 in three years in terms of manufacturers, and in the last year, 2000, we had just 10 Super Touring cars – three from Ford, three from Honda, three from Vauxhall and a private Nissan run by Matt Neal. That's when we added a second class, Super Production. The FIA could not get an agreement from manufacturers on what to do next, so the idea of what became known as BTCT (BTC Touring) came along in 2001, which was the first stage of using common parts like gearboxes, axles, fuel tanks and standard wiring and ECUs, to get the costs down.

Roland Dane, who was at Triple Eight at the time, was a big driving force with me to keep it going. Vauxhall stayed, Peugeot came with Mick Linford and Vic Lee and one or two others, but it wasn't a good year. It slowly grew, and we got very close to the FIA adopting those regulations – they needed four manufacturers to sign, and we got to three – but the problem was manufacturers like Audi would not have somebody else's gearbox in their car, even though in Super Touring their gearbox was designed by them with most of its bits made by Xtrac.

So it never happened, and the FIA had no Touring Car formula other than Super Production for several years. Eventually they came back with Super 2000, which was between what we were doing and what Super Touring had been, so we adopted Super 2000 alongside BTCT but allowed teams to homologate with us. Vauxhall wanted to carry on but didn't want the vast expense of homologating a car with the FIA, so we let them do that. Eventually BTCT faded and we could see that S2000 was dying and that's where the current NGTC (Next Generation Touring Car) regulations came from in 2011.

The fact that NGTC will be 16 years old at the end of this cycle means it is the longest it's ever been stable. We've added hybrid and gone to a 20 per cent renewable fuel and things like that, but the core concept hasn't changed. Rebuilding BTCC to NGTC and seeing the closeness of the racing that we have is one of the most satisfying things in my career. It has moved it from that 'engineering prowess' exercise to an entertainment business. Using our balance of performance measures, we often get more than 25 cars within one second, and you struggle to see a grid like that anywhere else. That's what people want to watch – the racing, the quality, and the fact that nobody is allowed to dominate, yet I don't believe it has ever stopped the best man in that year winning the championship.





Working with A1GP

Technical Evolution

Clearly, over the last 30 years, the technology has changed dramatically and so has the way we operate in scrutineering. However, if we turned up now with what we had when I started, I don't think things would go rife, certainly not to start with, because the rules wouldn't let it. Policing the teams is not as difficult as it used to be because the Touring Cars these days involve so many common parts, and a lot of scrutineering is in the belief. The teams know we can check it, which we can. We can see everything.

For the hybrid engines, we have a programme where Cosworth takes data from every session, plug it in a laptop, and about 20 minutes later I get a printout of any over-revs, over-boost, wrong use of the hybrid. The people from Xtrac take gearboxes to bits after qualifying every week; the SPA Penske damper man turns up and takes a couple of dampers to bits; the AP brake man inspects the callipers and the disks for us; and a couple of times a year the ATL fuel tank people will come and take a tank to bits and check it's right.

Over time, safety improvements have been one of the biggest focuses, and the biggest of all is the whole side impact aspect, which has built up over 15 years or more, not just in Touring Cars but also in Rally Cars. We started it with side protection structures in Super Touring and continue to improve it now, with the enhanced side

protection structure, a better seat, the HANS device, the new driver net. We also stopped the roll cage being used as a tuning device and made sure it was a safety device. There was a tendency in Super Touring to design it as light as you could to pass the test, whereas now we specify all the tube sizes. Driver safety is the main point you work on and it's a package of everything.

We very rarely come up with anything in the safety areas that teams like because it costs money, but there were two particular developments we have done over the years that have been very well received. The new seat, when it came in, cost five times the price of the old seat, but all of a sudden the drivers were saying 'oh, this is wonderful, it's the most secure we've ever felt in the car, we like your seat.' The other was when we put two lifting eye fittings on the roof. We were always getting [accidental] damage from recovery crews, but with this you can screw the lifting eyes in and you're up and away. Because of that, damage has gone down and saved thousands of pounds.

Back in the Super Touring era, the costs were unsustainable. In the last year, the budgets were about £2.5 million per car, with drivers on around £600,000 a piece. One of the most challenging times was just after that, when TOCA did not get the renewal of the contract and it went to Octagon. The Golden Goose had flown, because the manufacturers were

gone, and it needed a lot of investment. Octagon said they would invest without really realising what they were getting into. Alan left and Richard West came along with big plans. He was there for two years before things fell apart, TOCA took over again and Alan came back.

It would have been better leaving it with Alan to rebuild, which is what he then had to do three years later! Now, you won't average half a million pounds, and I think we spend half our time on regulations trying to stop the teams from spending money where it is not necessary. The best team will still always be the best team, and you've only got to look to see that. Charlie Lamb was always so professional and if you talk to anybody about team managers, he was the cream of the cream. Dick is still there with West Surrey, and you will probably have no argument that he now runs the best team in the paddock. As for drivers, there have been some real stars – but if I pick some, the ones I don't pick will get grumpy!

Into the Future

The BTCC is enjoying one of its best eras now. The racing is exciting, and it has just gone onto the main ITV channel. ITV did two races as an experiment and asked to do two more because viewing figures are up significantly. I think the biggest challenge now, just like any motor racing series, is working out where to go from a sustainability perspective. The next review is from the end of 2026, which is remarkably close. Part of me says 'same again, with a bigger hybrid input' but who knows where energy's going to be by then? I don't think full electric is anywhere near sustainable at BTCC level and won't be in another four years, so I think a more sustainable fuel is the biggest thing.

For me, I have done 30 seasons, but I'm not walking away completely. I am handing over to my son, Sam, and I am booked in as a consultant next year. How much I get involved depends on how much he wants me to! He has been around the pit lane ever since he was old enough, so I'm just going to sit in the background. The last thing I want to do is try and help run an event and I certainly won't even be at the first one, otherwise people will see it as no change.

When it became clear Alan needed to replace me, he had several engineers asking if they could apply. The trouble is, it's a bit parallel to the Formula One issue that Charlie went through. He recruited two engineers who both rushed off back to their old teams. In the old days, it used to be that if you go to the 'dark side' as scrutineering is often termed, you don't go back to the 'white side'. But those principals seem to have gone away. So he could see somebody coming in for two years and then all of a sudden going off with all the stuff they have learned. That's where Formula One went wrong.

Being in charge is a change, so Sam needs to establish his position. I think the teams already respect him because we've been letting him do a lot, lot more this year, certainly since the announcement but even before that. I will continue to do the British Grand Prix and I'm still going to stay doing eligibility training, but I have also had an amazing number of approaches to do things outside of BTCC – including one from three old mates who raced Formula Ford 1600 when I looked after it and are still in it now. It reminds me of the sign behind Tony Rudd's desk, which I have behind my desk now: 'old age and treachery beats youth and enthusiasm!' 🌀



Part of the Macau Grand Prix Scrutineering Team in 2006

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Meet the Safeguarding team

Motorsport, indeed any sport, is the place where you should feel safe and happy and are able to develop as a human being. Safeguarding is here to make that a reality

The primary role of the team is to ensure that each volunteer and Licensed Official is competent in their roles and able to deliver a safe, fair, and fun motorsport environment for all. It is a broad scope and covers the non-competing members of Motorsport UK – all licensed and unlicensed officials – Marshals, Scrutineers, Stewards, Rescue and Recovery, Timekeepers, Clerks of the Course, Club Officials and more.

The Officials' Pathway Team also supports the recruitment, recognition, and retention of volunteer Officials as well as ensuring that our volunteers are competent to perform their duties and help keep the sport safe and fair. This is achieved through the provision of learning and development

opportunities, which are delivered by a network of volunteer Motorsport UK Trainers or by Motorsport UK themselves via face-to-face workshops or their online learning platform, the Learning Hub. The team provides 'customer service' through its response to queries and concerns that any of the volunteers might have relating to their roles.

Adding these up brings in some big numbers – there are around 4,000 Licensed Officials in the UK, 10,000 registered marshals, plus there is a currently unregistered contingent of volunteer Officials and Marshals which is estimated at a further 10,000 personnel.

Safeguarding helps to protect children and other at risk competitors while they are in a motorsport setting



Kartpix



Amy McLeod visits Santa Pod for the National Finals

Setting standards

To provide consistency and parity across events, Motorsport UK provides training and development interventions to ensure each volunteer is adequately prepared to carry out the role that they have chosen.

Licensed Officials have a set development pathway, from a trainee through to international level, and the Officials Pathway Team provide the materials and background support, along with the framework and stage-by-stage assessment, needed.

Each trainee Official has a development-based workbook with modules covering both knowledge, understanding and practical competencies that need to be met and signed-off as they progress. With senior licensed Officials acting in a mentoring role, trainees can participate and accumulate first-hand experience on events that then counts towards their individual progression.

What is safeguarding and why is it important to Motorsport UK? This may not be a term you are familiar with or can see its immediate relevancy to motorsport – as a competitor, volunteer, official or spectator – but safeguarding affects everyone and benefits everyone at all levels of the sport.

Safeguarding at its most basic level is everything that Motorsport UK, the Clubs, and the members, can do to keep the participants in the sport safe from harm – both physically and mentally. As a governing body, or an organised Club, there are statutory and legal obligations that must be met, which outline the standards and methods to be adhered to when running meetings and events.

Legally, anyone under the age of 18 requires a level of safeguarding from the organisation which they belong to. This also extends to adults with a disability or condition that might increase their exposure to risk of harm or reduce their capacity to avoid it.

Within this framework, the Safeguarding team at Motorsport UK then looks at motorsport in the UK as a whole and tries to identify where harm may exist, or has the potential to exist, and takes proactive steps to counter this. The team works on two axis – preventative and reactive – and are structured to manage these independently, and with some key areas of overlap.



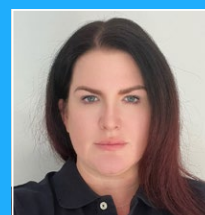
Meet the Safeguarding Team



Amy McLeod
Head of
Safeguarding



Matt Walker
Safeguarding
Development and
Compliance Officer



Vickie Lewis
Safeguarding
Case Manager

To contact the Safeguarding team, email
safeguardingteam@motorsportuk.org

Primarily, the level of risk rises where there are children and young people participating in motorsport, and this does form a significant part of the team's role. There are also several adults within motorsport that are identifying as at-risk, and the team is here to support them in both prevention, reducing the risk of them coming to harm, and to support them afterwards should an incident occur.

At Club level there are safeguarding officers, or nominated persons, whose role is to provide this support and assistance from within their club, and the aspiration exists for Motorsport UK to help train and offer guidance for these Club Safeguarding Officers so that they can be the first point of contact for members seeking support. Currently, the team at Motorsport UK are, predominantly, responding to issues and incidents directly, so there is still a need for further training and support so that all Club Safeguarding Officers can be equipped with the skills required.

There is still much more work to be done, and this new team, which has been in place for less than a year, wants to start this journey working with the Clubs and membership, to develop skills and ideas along the way. Safeguarding, like any area of business, changes over time and needs to adapt to updates in regulatory guidelines. This is reflected in the increase in staff – now three – who are taking on this challenge and moving it forwards.

So how is this going to manifest itself for Clubs? Head of Safeguarding Amy McLeod sets out to explain:

“As the governing body, Motorsport UK has a responsibility to inform Clubs and ensure that they are within compliance

of the statutory legislation. However, the team recognise that this needs to be delivered proportionally, as not all Clubs are the same in terms of size or needs. Proportionality is a key part of Safeguarding – so for a large Club there may be more than one Club Safeguarding Officer, and for another, one person may fulfil that role alongside other duties.”

McLeod worked for Surrey Police as civilian staff for 15 years in a range of roles and on different projects. She led reforms in relation to the Mental Health Act, working alongside the Mental Health Trust to ensure that people in crisis get the right response from the right team, with the aim of preventing people with mental ill health from being inappropriately criminalised. “I’m really proud,” she reveals, “that we ended the use of police cells for people in mental health crisis in Surrey.”

Moving on from the police McLeod continued in another partnership role, managing the Safeguarding Adults Board for Surrey. Here she led the multi-agency response to ensure statutory agencies were taking appropriate steps to prevent and reduce harm to adults at risk and importantly were learning from cases where harm did occur. She followed this with the role as the Head of Safeguarding for Age UK.

“I worked for the charity throughout the pandemic”, notes McLeod, “which was incredibly tough as we received thousands of requests for help from people in desperate conditions. The charity worked tirelessly to provide as much support as possible to meet the individual needs of older people who were suddenly isolated and scared to leave their homes to access support, money, or food.”

Vickie Lewis takes a drive in the StreetCar MINI



Sport has always been an area she's interested in, and she has provided consultant support to both the FA and Premier League over the last five years – attending events and tournaments to ensure people in attendance were safe and risks in the environment were minimised.

"I love working with children in sport" she enthuses, "they are so keen and willing to learn, progress and celebrate their achievements – but unfortunately this does expose them to some risks. This is why I applied for the role with Motorsport UK. There is a huge amount to do, which I find overwhelming at times, but everyone I speak with is keen to progress on the journey so that we can continue to provide safe environments for people to enjoy our sport."

To help with this, Matt Walker has recently joined the team as Safeguarding Development and Compliance Officer. "In my view," says Walker, "this relationship is always going to be hand-in-hand. There is a big part for Motorsport UK to play as the governing body, so that's my role, and I will be going to the Clubs and asking, 'what do you need from us?' Whether that is training, or resources, to help improve their understanding of Safeguarding issues in motorsport. It is also for the Clubs to approach me, so we can have conversations that will give me a better understanding of the size of the Club, the disciplines it covers, and where the Safeguarding concerns may lie. It is going to be a symbiotic relationship. I am here to be a guiding hand for Clubs when they need it."

With a Masters Degree in Human rights law, Walker began his career with Sports Rights Solutions, a private consultancy group that provides advice for international federations and national governing bodies across a range of sports and included clients such as the International Olympic Committee and International Cricket Council. Walker was involved in delivering the Safeguarding development plans, organisational strategies, and policies for these bodies, and helped them deliver Safeguarding education.

"Education is a big part this role" adds Walker. "I want to be getting out to the Clubs and providing the Safeguarding Officers and members with a really good standard of information about the roles that they are taking on, and how they can support the entire Motorsport UK community to create safe sporting environments, and to remain the fun, safe, sport that we know it wants to be."

The 'development' part of my job title", adds Walker, "is about empowering the Clubs to deliver these requirements. Making sure that they have everything that they need to make Motorsport a safe environment – whether through education, or tools and resources."

In contrast to Matt Walker's proactive stance, where he seeks out situations to get involved in, is the role of Vickie Lewis,

Motorsport UK's Safeguarding Case Manager. A former Detective Constable with Thames Valley Police, Lewis spent the last six years of her Police career dealing with cases concerning child abuse. This has given her first-hand experience in dealing with Social Services, the Courts, victim support units and Welfare – for all ages of children and adults. These skills, and her personal understanding of the services available, are now working to the benefit of the Motorsport UK membership. Her empathic approach, honed in the Police force, shines through.

This can be especially relevant if there is a parallel Police investigation into an incident, which those involved may require some guidance and support with.

"Motorsport UK runs weekly incident triage meetings," says Lewis, "where alongside the Judicial response, and in collaboration with other departments to an on-event occurrence, Safeguarding will look at any children and adults at risk and any implications this might have. A recent case involving online Social Media intimidation and bullying between two children was fully investigated by myself as the Case Manager. I then worked with the legal department here at Motorsport UK to prepare the case for hearing at the National Court."

"What happens next," adds Lewis, "is an area we as team are still developing. Where at risk members, particularly children, have been involved in cases heard in National Court, the Safeguarding team is currently working with the legal department to set out procedures and support options, including a timeframe of information, to advise members on the processes of an investigation and what may transpire. Referring and signposting to external support agencies is essential.

"There is more we can do," confirms McLeod. "To provide ongoing support, and in terms of sign-posting members to the appropriate professional organisations for counselling or guidance."

>>>>>



Amy McLeod at the wheel of a classic Alfa Romeo

Internal implications

Safeguarding impacts and relates to every aspect, and every member of Motorsport UK. Each team and department within the organisation need to consider the implications of Safeguarding when carrying out its roles. An example of this could be the addition of a venue for events. Does the new service supplier have a missing persons or lost child policy and procedure in place? We need to be clear on the expectations from Motorsport UK when making such new agreements.

Working in partnership with the other departments, such as the Girls on Track team, to assist with the needs and governance for schoolchildren, or striving to broaden diversity and inclusion within Motorsport are just two areas that the Safeguarding team are already integrated with our wider organisation.

It is essential that everyone takes on this responsibility – whether a spectator on events, volunteer marshal or an official, a parent, a competitor, or someone based in the office – everyone has a responsibility to identify risks and to know how to respond appropriately if they see one.

Recent activity includes better integration of Safeguarding with the Motorsport UK legal team, and with the Sporting Executives and the Volunteer Marshal and Officials supports in Learning and Development. This reduces the isolation of Safeguarding and helps align any decisions with the other departments and has their understanding and backing. It also helps everyone learn from any incidents, and these lessons can then be applied to avoid repeats in the future.

“Working with the other departments is really important to us”, adds Walker. “We want Safeguarding to reach a stage where [Safeguarding Case Manager] Vickie is the ‘break in case of emergency’ option. We want to have this great working relationship throughout Motorsport UK, and the other internal departments, where they understand what we can do for them to support which ever discipline they work in.”

“It should not be just a case of Safeguarding coming ‘knocking’ with a case to investigate. We will be bringing some happier, more positive points to discuss.”

“There needs to be a lot of collaborative working for us to reach our end-goal,” notes Lewis, “whether that’s for the proactive or reactive side of Safeguarding.”

Any feedback and responses that the team receive can help them shape an answer to any situation that may have arisen or develop a preventative plan to deploy in the future.

“We need to challenge the preconception”, says McLeod “that Safeguarding is a negative thing. We need to focus on what steps we can take before a problem occurs.”

To take this further, the Safeguarding team intends to become more visible, and to actively attend motorsport events where they can engage with the motorsport community in a low-pressure environment. Those undertaking online training and progressing through their volunteer pathways will also be given the opportunity to interact with members of the Safeguarding team, giving them a reference point to come back to if needed in the future.

“It’s really important to us that we go out and learn first-hand, about the Clubs and the disciplines,” confirms McLeod. “We have an engagement plan that covers all the various audiences and will be asking them how best to support them in delivering safe events, and what they want from us to facilitate this.”

Future plans, still under development at this stage, will focus on shifting the culture from reactive to proactive, shaping the motorsport community to become safer, and one that has the wellbeing and welfare of children at the centre of everything it does.

There are many steps to take on this journey, and this will include tackling issues that have to be improved in line with legislation, but also areas that Motorsport UK wants to address such as guidelines for Social Media use and appropriate use of photography and setting standards for all areas of Motorsport UK to aspire to.

We will be reviewing the existing procedural documents”, confirms McLeod, “and updating the training for the Clubs. However, we are not naive, and we do not expect to achieve everything at once.”

“Once the right processes and infrastructure are in place, then we can begin to share the knowledge and skills with the membership”. 🌀



If you are worried that someone you know is at risk of harm, please contact the safeguarding team for a discussion. We will listen to your concerns and take proportionate steps to protect the person at risk.

If you, or someone you know, has been abused in the past (irrelevant of how long ago this

happened) the safeguarding team can help and support you to access appropriate services.

You can contact us by phone or email or by completing the form on our webpage.

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Run a successful Club Tour

In follow-up to our recent feature on Touring and Regulatory Rallies (*Revolution* August 2022), here is a guide to help clubs run their own event

Tours are popular events for many clubs and their welcoming and relaxed nature makes them one of the best ways to open the door to new members. However, the apparent enormity of the organisational task involved can be daunting enough to put many off running them.



The Rose and Thistle tour stops for lunch at Parterre, Bowes Museum, near Barnard Castle

John Sloan

Planning

What makes a good event?

It is the same as any kind of motoring event, if you give entrants what they want they will keep coming back year after year. For a tour, that first and foremost means a good route. The Rose and Thistle, for example, operates in north Cumbria so the organisers can run their routes into many attractive areas, across the border into Scotland, into the Lake District, the Durham Dales, Northumberland, and the North Yorkshire Moors.

How do you pick a good driving route?

It sounds obvious, but it is important to have a good choice of roads and scenery. Often, routes that have been previously used on road rallies can work well as many of them can be ideally suited for the more relaxed tours.

How do you start putting together an event?

Planning a tour often starts six, or even nine months, before it is due to go ahead. Typically it begins with a decision on the geographical region to be visited and whether it will be a one day or multi-day format. Choosing the venues for the start, lunch and finish is the next priority along with a consideration to fuelling, with a petrol station ideally near the start and at one point en-route.

It is crucial to choose appropriate venues based on the numbers you expect to attract – for example, The Rose and Thistle usually generates up to 80 entries, so that makes for 160 crew. Venues must be capable of handling these numbers both in terms of space and food service. It is good to arrange a firm booking five to six months in advance, and this also helps to secure a good price.

Having confirmed the venues, it is then a case of 'joining up the dots' by selecting the quietest and most interesting yellow 'C' and brown 'B' class roads and dividing the mileage between morning and afternoon runs. Around 120 to 150 miles is usually the target for a single day.

>>>>>



Produced with kind assistance from Ron Palmer, who has competed in Rallies for the past 62 years and has been involved in Wigton Motor Club's major one-day tour, The Rose and Thistle, since its inception in 1988. First as an entrant then, for the last 20 years, as an organiser.

How do you know it is a good route?

You should always drive the route to get an accurate feel for the roads, as this is something that GPS based planning can never do. This is also an important exercise to carry out to create a simple but comprehensive tulip based road book (see Revolution, August 2021, for more about these), which must include correct inter and cumulative mileages measured from a Brantz trip meter or equivalent.

How do you get a route approved?

The route should be submitted to the relevant Route Liaison Officer for comments and observations at least two months in advance of the event. A Certificate of Exemption should also be obtained from Motorsport UK.

Securing entrants

Who enters an event like this?

Many one-make clubs run tours, but the advantage of a typical Motorsport UK club is the rich variety of cars – in age, makes and models – that can take part in a tour. Many entrants are lifetime motoring enthusiasts with experience of competitive races and rallies, and tours create a natural stepping-stone after competing. Tours are also great to encourage younger entrants along, with virtually any type of car, with the proviso, of course, that they drive with care and consideration for others.

How do you encourage people to enter?

Use your network and email regulations and entry forms out well in advance to get the maximum support from your club regulars. Using this approach, The Rose and Thistle typically secures early entries within days, and last year the limit of 80 cars was reached weeks ahead of the closing date. It is also worth allocating a list of reserve spots, however, as there could be late withdrawals.

What do you need to communicate with the participants and when?

Final instructions and the start list should be emailed the week before the event. On some events there is a case for seeding the oldest cars at the front, but often starting cars in the order entries are received can be an incentive to enter early.

Event management

What do you need to do on the day?

At the start of the day, crew members should be asked to fill out Motorsport UK signing on forms. They should also be handed an envelope containing the route instructions, road book and an adhesive event plate containing the entrant number. The information provided should also include the mobile phone numbers of the organisers in case of emergencies and you may also want to include a memento event plaque as well as meal tickets to exchange for food and beverages at each venue, if this has been arranged.

What is the start protocol?

There is no set format, but a good approach is to start cars at one-minute intervals, giving time to take pictures of the cars and crew where possible.

How much should it cost?

A one-day tour of 130-150 miles, with three snack meals included, is typically £60 per car, based on Wigton MC's events.

What can go wrong?

Local authority road closures can often cause havoc with event planning as they can pop up anywhere without notice and can cause confusion to newcomers. To avoid any issues, you should advise participants to take a map covering the route to enable diversions to be made.

Also, particularly in recent years, Wigton MC has sometimes found venues that had committed to a discounted long-term booking displaced their event by a more lucrative booking. It's tough, but the economics of the hospitality industry can be demanding. 🌀

Tours are ideal for owners who want to spend a day out with their cars



John Sloan

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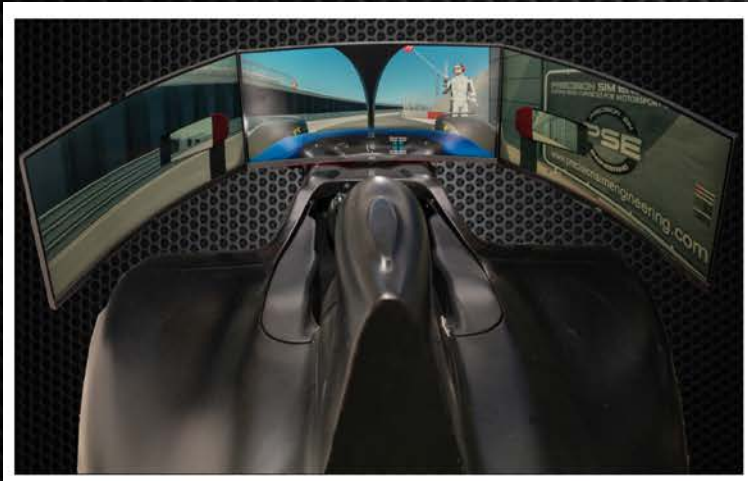
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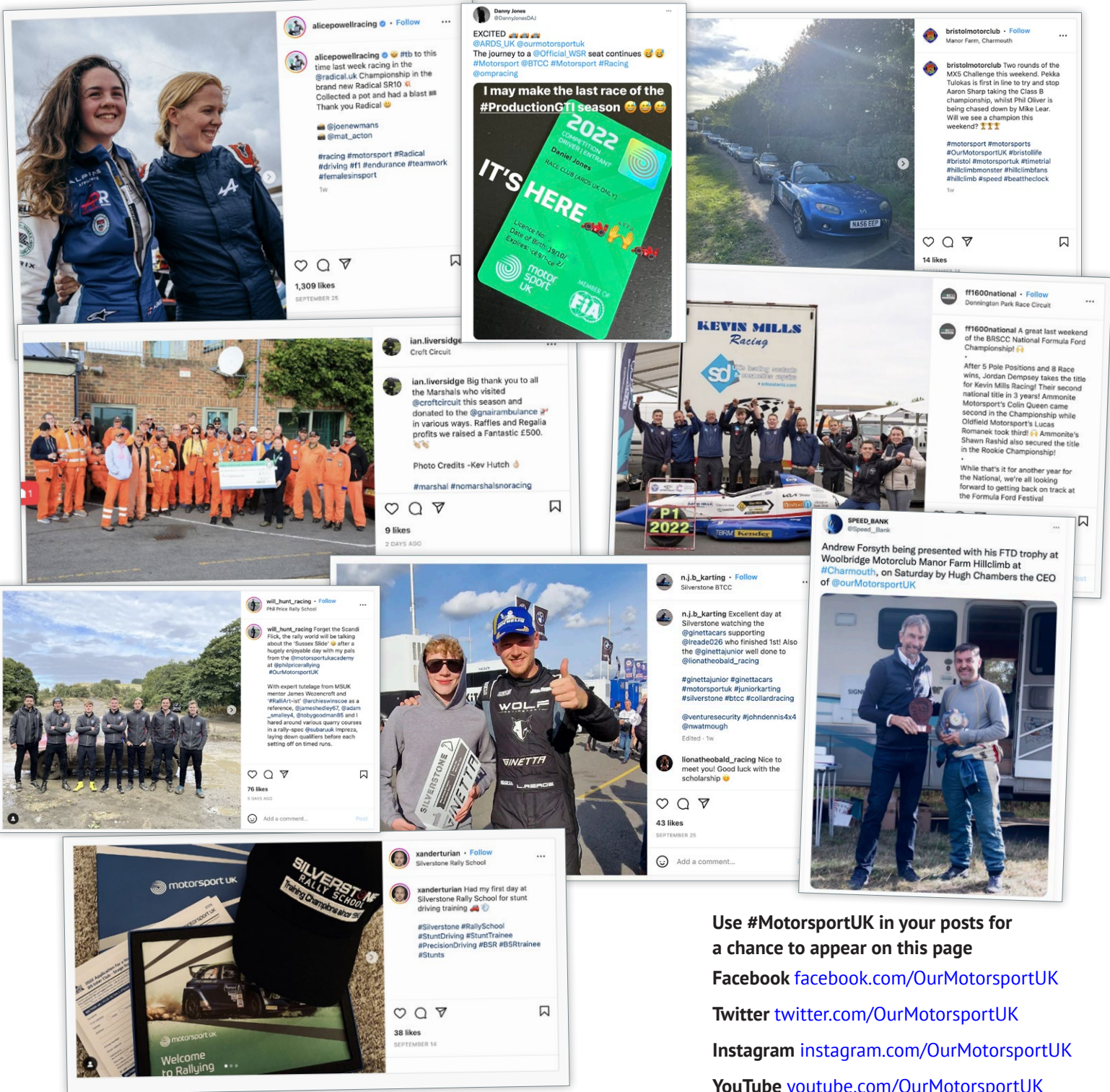
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Lessons Learned... with Graham Blackwell

Graham Blackwell finished fourth in last year's SBD Motorsport UK HSA British Sprint Championship, racing a 2013 Mygale EcoBoost 1600T. 56-year-old Blackwell began sprinting in 2002, initially in a Sports Libre Mk1 Ford Fiesta, and made the switch to single-seaters, slicks, and wings in 2016. He runs a successful IT Consultancy and recently passed his ARDS Exam as he plans to go circuit racing in the future.

1 Stay calm under pressure, Kirkistown, 2022

Over the years, you learn that you cannot plan for every eventuality, however, most problems can be overcome by staying calm and thinking them through. On this occasion, I had a very unexpected rear pushrod failure at 140mph, which I only discovered as I was braking for the final chicane on the second lap of a qualifying run. The front left tyre locked up as I hit the brakes and slowing proved difficult. I took a small excursion across the kerbs – not the ideal line through the chicane – but I was given a time for completing the course. Back in the garage, working solo, I had just 30 minutes to assess and repair the damage before the next run. With the clock ticking and the rear brake disks still

glowing, I rapidly set about replacing the bent pushrod and rod end as quickly as I could. Without any corner weight scales, how was I going to adjust the pushrod to the right length? I could only think of lowering the rear of the car on the jack and adjusting the new pushrod length until both rear tyres were making the same level of contact with the garage floor. Given the lack of time, that would have to do. With everything tightened up, and just seconds to spare, I jumped back into the car, took part in the following runoff run and scored good points, maintaining my lead in the championship.



Alex Patrizio / ATRICIAN MEDIA

2 Be analytical; have a plan, Blyton Park, 2022

With sprints, the race is not won by overtaking other drivers on the track, we race against the clock. We often race ourselves to try and better our personal best times. One valuable lesson I learnt over the years is to analyse the data – and, more importantly, the video from the previous run – and come up with a plan; a simple list of changes to improve on. Sitting on the start line, waiting for the light to turn green, I rehearse the plan in my head; I'm going to change up early on the exit of the chicane so I can spend

longer on full throttle around the following left hand bend; I'm going to brake later for the second chicane, at the 50M board; I tell myself I will finally take the Wiggler flat, I won't lift, I can do it. The light turns green, I set off. Each step is put into place, and over the day I improved by nearly three seconds! That lead to a runoff win and a bonus point for breaking the class record. With a sprint, you don't get a second chance to race the clock, so having a plan for every run is key.

3 Know the regulations, Curborough, 2021

Knowing and understanding the regulations is vitally important and can give you the edge over your opponents. At the Curborough sprint course, the long circuit is a very challenging two-lap format and, on a fine autumn day in 2021, I was battling for overall honours with a particularly competitive driver. We had both been taking tenths of a second off each other during the day. Often that can simply come down to how fresh your tyres are. On the third and final run of the day, my adversary decided to give his best

tyres a rest, whereas I decided to carry on using mine. On that final run I pipped him by another four hundredths to take the fastest time of the day. Only when they returned to the paddock did they realise that the best two runs run counted for the championship, and I had beaten them on the third and final run, earning a few extra points in the process. Advantages come in many forms. Knowing the regulations is just as important as every other aspect of competition.

>>>>>



4 Track walks don't tell the whole story, Knockhill 2019

Walking the course is vitally important. At walking pace, you can familiarise yourself with the circuit layout and look for evidence of the racing line, the extents of kerbs and painted sections, even repairs and the loose or broken tarmac to avoid. Using notes from previous visits, including the plans you put into place, together with the track walk, can remind you where you found those tenths from a previous visit. I find the Knockhill circuit one of the hardest tracks in the UK to tackle. It's a real rollercoaster and is very unforgiving – but talking to the local drivers really paid dividends! They can give you tips on how to take certain corners. I remember asking one legendary local driver about the track he had spent many years racing on. He gave me several insights that I then put into action, gaining valuable tenths of a second and scoring even more points. And of course, I wrote those tips down for future visits.



5 Be ready to overcome unexpected disappointments, Castle Combe, October 2021

No matter how many hours you spend planning, preparing, things do go wrong! Arriving at Castle Combe, I'd had a trouble-free year, with every intention of finishing in the top three in the British Sprint Championship. The last round was in early October and Combe is never to be underestimated. The tremendous high speeds, and very fast high G-force corners, always find weaknesses in single-seaters, particularly over the lap and three quarters that we run. My day was going well, with a fast practice and first timed run, but on the first runoff, towards the end of the second lap, I was suddenly stuck in fifth gear. When I returned to the paddock, I discovered the exhaust pipe had fractured nearly all the way around on the turbo flange, allowing hot turbo exhaust gasses to soften the plastic pneumatic pipes. These burst, emptying the compressed air bottle in seconds. Sadly, I was out as I didn't have a spare exhaust pipe on me. Despite all the preparation my third place was gone. However, once I had packed up, I stayed until the end of the event to cheer on my friends on the final runoff of the season and congratulate the new 2021 champion. Watching my third place turn into a fourth was hard, but in motorsport fate is very fickle. That is what makes the sport so exciting. It is not always possible to cover every eventuality, so just learn from it, and wish for better luck next time.



John Stewart

Preparation is key for Graham Blackwell

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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 14th September 2022 Guy Spollon (Chairman), John Hopwood, David Scott J2022/09: Mini Challenge Trophy

This matter was referred to the National Court for an inquiry under the provision of C9.1.

The essential facts are:

1. Before the first championship event at Pembrey on 7th May 2022, all twenty-nine competing cars were sealed by the application of approved seals on cam covers and sump bolts to bell housing gearbox bolts.
2. On 25th June 2022, the top three cars in the championship, as of the end of the Thruxton round, and one random other car were chosen for a compliance inspection.
3. Car no. 199 of Louie Capozzoli was inspected and disqualified on the basis that “the flywheel weight was under the correct specification (photo evidence available) in breach of championship rule 5.9.3 which provides:
“Any flywheel fitted to an R50 model is allowed with OE balancing only. Competitors may not remove any additional material or lighten in any way.”
4. It is important to note that:
 - a) C.R. 5.9.3 does not actually specify a minimum weight for a compliant flywheel.
 - b) Neither the officials inspecting car no. 199 on 25th June 2022, nor the Court have had access to:
 - i. A properly annotated drawing of a compliant flywheel or
 - ii. A flywheel which is known and recognised to be a standard part.
 - c) Enquiries have revealed that over time the precise specification for OE BMW flywheels was varied.
5. This Court has been specifically requested to consider four questions. Each matter is dealt with in turn below.

a) Question 1

In respect of the application of NCR C3.4 in circumstances where an entire championship field / grid of cars have been sealed at an event (including car no. 199) is it necessary for those competitors to give the notice mandated by C3.4 to the clerk of the course at all subsequent events prior to any examination for the purposes of C3.4?

Answer

NCR C3.4 provides that:

“Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the clerk of the course of any event in which they wish to take part.”

When the championship cars were sealed at Pembrey, there was strictly not “a pending eligibility check”. Accordingly, it was not necessary for the competitors to give notice to the clerk of the course at subsequent events.

b) Question 2

Did the sealing applied at Pembrey on 7th May 2022 invoke NCR J3.1.5?

Answer

No, it did not. The cars were only sealed for championship purposes and accordingly neither J3.1.4 or J3.1.5 are applicable.

c) Question 3

Was the examination of car no. 199 of any effect?

Answer

The scrutineers were entitled to and did inspect this car in order to check its compliance or otherwise with the championship regulations.

d) Question 4

Was the flywheel on car no. 199 driven by competitor Louie Capozzoli in conformity with the championship regulations?

Answer

As neither a properly annotated drawing of a compliant flywheel nor a flywheel which is known and recognised to be standard were available to the scrutineers or this Court, it cannot be said that the flywheel on car no. 199 was noncompliant.

6. It follows from the aforesaid that the decision of the scrutineers must be set aside together with the disqualification and the results of the championship amended as appropriate.

**Guy Spollon, Chairman
14th September 2022**

Sitting 10th September 2022

Mark Heywood KC (Chairman), Guy Spollon, Mike Harris

J2022/14 (Fox Motorsport) and J2022/15 (Paddock Motorsport)

Introduction

1. The National Court has considered Eligibility Appeals in the cases of Fox Motorsport and Paddock Motorsport. Exceptionally, in view of the urgency of the matter, the Court considered the appeals outside the usual calendar and handed down our decision in summary form on Saturday 10th September 2022. This is our full judgment.

Background

1. The appellants are competitors in the British GT Championship. Fox Motorsport (Car #40) and Paddock Motorsport (Car #11) both campaign McLaren 720S GT3 class vehicles, as do several other teams.
2. These appeals concern apparent non-conformities with the series' balance of performance measures and the penalties imposed in consequence during the British GT Championship round held at Spa-Francorchamps on 22nd-24th July 2022.
3. The issues are similar in each case and many of the submissions presented in this appeal were common to both.

Balance of Performance

5. The Championship provides for balance of performance measures as between different makes of car. Among the prescribed measures for cars with turbocharged engines, such as the McLaren 720S, is a maximum boost ratio at specified rpm.
6. The regulatory framework is to be found in Championship Regulation 5.2.2 which provides:

“The Championship organisers reserve the right to impose equalisation measures, in line with or varying from those imposed by the equalisation bureau.

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the race.”
7. CR 5.2.2 goes on to state how the Board will categorise circuits according to four groups, each with a specific balance of performance, but that part of the regulation is not material to these appeals.
8. Though the Appellants, in their joint Second Submission, criticise what they see as the lack of formality in the process (e.g., the absence of an official format and the lack of sequentially numbered and timed notifications), it is not disputed that an adjustment to the balance of

performance was validly indicated before the competitors commenced the first qualifying session.

9. The Appellants, however, also criticise the absence of regulations or official guidance concerning how balance of performance is to be monitored, how the series' “Emotag” data sensors should be installed and how data is to be shared. These criticisms may be thought relevant to some of the issues addressed below.

The Championship Round

10. The circumstances were as follows. After free practice on 23rd July, both Fox Motorsport and Paddock Motorsport became aware that a discussion had been taking place, suggesting an adjustment would be made to the balance of performance criteria affecting McLaren cars. This was officially notified by Lauren Granville as “BOP 23.07.22” in an email to the teams sent (on the face of the email) at 13.43 hours that day.
11. Accordingly, both Appellants caused 10kg of ballast to be removed from their cars and McLaren provided a new engine map on a USB, to be uploaded to the cars' management systems.
12. This new map is described as a “base file” and was intended to increase the boost pressure at specified rpm. McLaren's evidence was that they sought and received clarification from the SRO GT Bureau that the adjustment was to be in relation to the values used in Free Practice 2. The revised base file was correctly uploaded to all competing McLarens.
13. Post qualifying, all cars were held in parc fermé while data was downloaded and analysed by the officials of the meeting.
14. The Stewards were informed that this analysis had indicated that the Fox Motorsport and Paddock Motorsport cars had exceeded the specified boost limit.
15. Both Appellant's representatives attended a meeting with the Stewards and questioned the calibration of the Emotag sensors. Their evidence is that the officials made no comment on the matter and no further evidence has been put before us to the contrary, or to address the calibration of these sensors directly.
16. Having heard from the Technical Delegate and the Appellant teams' representatives, the Stewards found both teams to be in breach of CR 5.2.2 and accordingly their qualifying times were deleted. The cars were to



be allowed to start at the end of the GT3 grid. This was communicated by the Stewards' Decisions 8 (Fox) and 9 (Paddock). No further information was provided with these decision notices. Subsequently, the cars were permitted to race pending appeal, starting according to the qualifying times each had set.

17. The Appellants' case is that data downloaded by the officials in post-race scrutineering indicated that their cars had exceeded the prescribed boost again, during the race. However, on this occasion, in consultation with the SRO GT Bureau, McLaren were permitted to download the data from the manufacturer's sensor for comparison. That data confirmed that the boost pressure limits were the same for both the warmup session and the race – contrary to the Emotag data. McLaren assert that, during these discussions, Emotag accepted that there was no technical issue, and the anomaly was due to temperature affecting the readings from their sensor. Further, that different sensor installations would affect the accuracy of the readings.

18. In response, as part of the Eligibility Scrutineer, Mr Paul Hewer's Second Submission in this appeal, Matthias Holle, for Emotag, invites the Court to dismiss this evidence as comment regarding a different situation, not related to the disqualifications.

The Court is unable to dismiss this evidence. The Appellants' advanced the discussions as evidence that "it was accepted by the scrutineers that the series data was unreliable." The Eligibility Scrutineer strongly refutes that he or his assistant had any such discussion. However, it is not suggested that the discussion with an Emotag representative did not take place as described. It is clear that no infringement was reported to or acted upon by the scrutineers or Stewards. The Court considers that on the balance of probability, there was such a discussion as McLaren describe, though it must have been, as they say, with a representative of Emotag and was not with a scrutineer or other official. That no action followed further supports the likelihood that the officials were unaware. It is unfortunate to say the least that the position is not clearer. Nevertheless, the evidence is capable of being construed as an admission that the data recorded by the Emotag sensors may be adversely affected by heat and that itself may be dependent on how the Emotag sensor is fitted.

19. Mr Holle refers to the specified limits and the tolerance window applied to compensate for technical issues such as sensor tolerances and pressure spikes. Apart from the stated tolerance for boost pressure, there is no evidence before the Court as to the tolerances of the Emotag

sensor itself, nor how it is calibrated. The evidence is that where a "significantly different" value is identified between the series' data and the manufacturer's, a calibration is carried out, but there is no evidence before us to assist in understanding what is considered "significant" in this context; specifically, whether the values in these appeals would be so described.

20. The Court is conscious that, as Mr Holle correctly states, there can be a performance advantage in running close to any technical limits and those who leave little, or no margin run the obvious risk. However, this cannot be an answer to the question over the reliability of the data from the Emotag sensors.

The Positioning of the Emotag Sensors

21. This is another area of dispute, which is of direct relevance to the issue of the reliability of the Emotag data.

22. Mr Holle asserted that "the position of the sensor is specified in the FIA homologation of the car as to be directly mounted into the engine manifold at a given place." In support of this, the Eligibility Scrutineer's Third Submission cites the location of the control air pressure sensor at page 39 of the FIA GT3 Homologation for the McLaren. The photographs show the sensor apparently fastened directly to the plenum chamber, but that is the limit of the detail provided and, with all due respect to Mr Holle's opinion, the Court observes that the scrutineers at Spa-Francorchamps plainly did not identify any non-compliance with the means of connecting the sensor to the plenum chamber in either the Fox or Paddock cars and, the evidence suggest, the issue has never been raised at earlier rounds.

23. The Appellants assert that there is "no regulation or bulletin specifies the location of the Emotag sensor. The Team was not aware or ever informed that the sensor should be located away from the engine."

Other Technical Issues

24. In the submissions on behalf of the Eligibility Scrutineer, further technical issues were advanced in support of the contention that there had been breaches of the balance of performance. We have considered these with care but concluded that they do not provide us with sufficient grounds to overcome our doubt concerning the reliability of the Emotag data for the reasons referred to above.

25. We emphasise that non-compliance is, as the Eligibility Scrutineer correctly states, founded on the series' sensor and data, not the manufacturers. If doubt is cast over the reliability, calibration etc of the series' sensor and data, that can only correctly be overcome by demonstrating its

validity. It cannot be circumvented by placing reliance on other sources of data, however reliable that data may appear. While such data may or may not corroborate the series' data, it cannot take its place.

26. Questions over whether teams could or did vary ambient or barometric pressure settings used for the installed map have not assisted us. The Appellants deny the suggestion and there is no evidence before us in this regard. Again, it does not assist with the central issue concerning the sensors.

27. Other arguments were advanced in similar vein, e.g., whether and to what extent heat build-up was likely in different circumstances. These were points of argument only. No evidence was advanced upon which we could rule and again, the Court finds itself drawn back to the issue of doubt over the reliability of the series' sensor. In the circumstances, it is unhelpful to address any further argument in greater detail here.

Conclusions

28. For the reasons referred to above, the Court is not satisfied that the reliability of the data obtained from the

series' reference data gathered from the Emotag sensors, upon which these penalties depend can be adequately demonstrated. Accordingly, the breaches of CR5.2.2 that give rise to these appeals cannot be upheld.

Judgments and Consequential Orders

- 29. Fox Motorsport's appeal is allowed.
- 30. Paddock Motorsport's appeal is allowed.
- 31. The Championship results are to be re-published accordingly.
- 32. The appeal fees are to be returned.

Recommendation

33. The National Court recommends that urgent consideration is given to a series-mandated method of attachment of the Emotag sensors, in respect of each make of car competing and any further steps that can be taken to address the weaknesses identified above.

Mark Heywood KC, Chairman
Judgment notified 10th September 2022
Full Judgment 14th September 2022

Sitting 14th September 2022
Guy Spollon (Chairman), John Hopwood, David Scott
J2022/19 Eligibility Appeal by Andrew Wilmot / Jamsport Racing

The essential facts in this matter are:

- 1. On 6th August 2022 Round 10 of the TCR UK Touring Car Championship was staged at Castle Coombe.
- 2. Following the TCR UK race a selection of cars were directed to the championship weighbridge and then on to a marked-out area for a ride height check. Included in this selection was car no. 210.
- 3. All cars had the required ride height roller passed under them. All mechanically sound cars passed the test with the exception of car no. 210 which failed the test due to the height roller hitting the exhaust system.
- 4. The paperwork for the noncompliance was raised and a copy provided to the team, the clerk of the course and the chief scrutineer.

- 5. The Court notes the following points:
 - a) Car no. 210 cleared the ride height block with the exception of the exhaust silencer which had been fitted at short notice to comply with circuit noise regulations.
 - b) No sprung part of the car is excluded from the ground clearance regulations (this includes the exhaust system).
 - c) The test was properly conducted in the area designated by the scrutineers.
 - d) The ride height block must be able to pass under all parts of the vehicle without touching, with the vehicle in race trim minus the driver.
 - e) In the premises this appeal must fail.
- 6. The Court dismisses this Appeal with a contribution towards the costs of the hearing in the sum of £500.00.

Guy Spollon, Chairman
14th September 2022



Sitting 14th September 2022

Guy Spollon (Chairman), John Hopwood, David Scott

J2022/20 Freddie Lloyd (Minor) and Lee Lloyd (Pg Licence Holder) Disciplinary Hearing

The essential facts in this matter are as follows:

1. At the Shenington KRC meeting at Shenington on 23rd April 2022 the stewards of the meeting issued Freddie Lloyd a fine for a breach of Regulation C1.1.6 (contravention of flag / light signals).
2. General Regulation C2.4.1 dictates that fines or costs must be paid within seven days of being imposed and that any delay in making payment can result in suspension of the competitor's licence for the period during which the fine or costs remains unpaid beyond the initial seven day period.
3. As the fine of £100.00 was not paid (finally paid on 12th August 2022) the competitor's licence was suspended.
4. In contravention of NCR C1.1.2(b) and H.3.1 Freddie Lloyd wrongly entered and took part in both the Junior X30 meeting at Whilton Mill on 23rd-24th July 2022 and in the Junior Rotax meeting at PF International on 5th-7th August 2022.
5. Lee Lloyd, the father of Freddie Lloyd, appeared before the Court and explained that:
 - a) He had tried to pay the fine at the Shenington meeting on 23rd April 2022, but the officials were unable to facilitate this.
 - b) He is separated from and living apart from Freddie's mother and delegated the task of paying the fine having provided her with the funds to do so.
 - c) Unfortunately, Freddie's mother had forgotten to pay the fine.
 - d) The meetings at Whilton and PF International had been entered and participated in in the mistaken belief that the fine had been paid and that no licence had been suspended.
 - e) As soon as it transpired that the fine had not been paid it was paid as a matter of urgency.
6. The Court has no reason to doubt the account provided in this matter which appears to be an innocent administrative oversight. In the exceptional circumstances the Court merely orders a contribution towards the costs of these proceedings in the sum of £50.00. It should be noted that:
 - a) Lee Lloyd readily conceded that he should personally have checked that the fine had been paid.

It is incumbent upon all those who need to pay costs, fines, or penalties to ensure that these penalties are paid promptly and as directed so as to minimise the time and expenditure wasted in collecting such monies.

**Guy Spollon, Chairman
14th September 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
British Motor Sports Training Trust
 Motorsport UK, Bicester, OX27 8FY
 The British Motor Sports Training Trust is a
 UK Registered Charity (No. 273828)

**Sitting 14th September 2022
Guy Spollon (Chairman), John Hopwood, David Scott
J2022/21 MATTHEW COOPER**

sending social media messages to other Motorsport UK licence holders which by their content were threatening and offensive and in breach of all NCR A10.1.1, A10.1.3, A10.1.5 AND C1.1.4

The relevant facts in this matter are:

1. Lewis Davis (aged 16 years) and Matthew Cooper (aged 15 years) are both competitors in Club 100 Kart Racing.
2. On 23rd July 2022, Lewis Davis was at home alone when he opened the Club 100 meme page social media group chat. He immediately saw a video of himself in his kart telling himself he was going to die. The posting was by Matthew Cooper. Lewis Davis then saw other comments about him saying to “end me” among other threatening comments. There was also another video posted by Matthew Cooper of Lewis Davis crashing on 16th July 2022 with the words “to be continued”.
3. Understandably, Lewis Davis was upset by the postings of Matthew Cooper and has made it known that:

“I just want what has been happening to stop and nothing further to happen. I want to attend karting without issue, and everyone races fairly with no further social media abuse, bullying or threats.”
4. Matthew Cooper attended before the Court supported by his mother. He admitted that:
 - a) The comments he had made online on 23rd July 2022 were threatening and offensive.
 - b) He particularly regretted making the meme that said “Your gonna die”.

- c) He had got carried away and his comments were not funny.
5. In a statement provided by Matthew Cooper to the Court he stated that he would like to apologise to Lewis Davis for any upset caused.
6. The Court noted that Matthew Cooper had accepted responsibility for his actions and had indicated a firm resolve not to participate in any such offensive behaviour in the future. The Court therefore orders:
 - a) Matthew Cooper’s competition licence is suspended for a period of two years commencing 14th September 2022.
 - b) The aforesaid two-year suspension is itself suspended upon Matthew Cooper being of good behaviour.
 - c) There must be a contribution to the costs of this hearing in the sum of £150.00.
7. The Court also strongly recommends that Motorsport UK should consider the appointment of an observer to attend select kart meetings and monitor kart club websites to investigate fully the allegations of intimidation, bullying and generally unacceptable behaviour which have been mentioned in the course of these proceedings, and thereafter report back to Motorsport UK for consideration of both any findings and also any recommendations.

The Court also wishes to note its full approval of the fact that after this Court hearing Matthew Cooper did personally apologise to Lewis Davis for his behaviour.

**Guy Spollon, Chairman
14th September 2022**

**Sitting 14th September 2022, Guy Spollon (Chairman), John Hopwood, David Scott
J2022/24 CONSIDERATION OF FURTHER PENALTY (C2.6.2)
MOTORSPORT UK - v - NEIL NEWSTEAD**

This matter comes before the Court under the Provisions of General Regulation C2.6.2 for consideration of further penalty.

The essential facts in the case are:

1. On 20th August 2022 the Whilton Mill Kart Club staged the fifth round of the IAME British Kart Championships at the Whilton Mill Kart Circuit. The event also included Bambino Karts.

2. Neil Newstead was at this time a PG licence holder. He is the father of driver Austin Newstead (eight years old). Also competing at this event was Henry Carter (11 years old) supported by his father, Craig Carter. Both boys are part of Team ORM which had an ORM tent for team and families at the event.
3. During the afternoon’s racing, there was a racing contact incident between Austin Newstead and Henry Carter in which Austin Newstead received a minor injury to his hand.

>>>>>

4. Neil Newstead, apparently enraged by the on-track incident, returned to the ORM awning where the whole team was present along with their families. It appears that he:
 - a) Started verbally abusing the child Henry who was reduced to tears.
 - b) Slammed his hands with force onto a large metal fan.
 - c) Was raging and swearing, saying what had happened was unacceptable, before storming off.

Unfortunately, matters did not end there because a few minutes later Neil Newstead returned to the ORM tent still in a very agitated state and again commenced shouting at both Henry and Craig Carter and then without warning pushed or flipped Henry Carter's kart off its stand, inverting the kart in the process. Thankfully, the kart did not strike anyone. Neil Newstead then squared up to Craig Carter, shouting words to the effect "do you want some".

It appears that Neil Newstead was swearing and totally out of control, necessitating others to intervene. Children and adults were visibly upset by virtue of what they had seen and experienced.

5. Neil Newstead was summoned before the stewards of the meeting who quite properly involved the safeguarding officers. At the hearing before them, Neil Newstead:
 - a) Immediately apologised for what he had done.
 - b) Admitted that he got angry and aggressively pushed over a kart which was on a trolley and had said to Craig Carter, "There you f___ing go. How do you like that?"
 - c) Denied the suggestion that he had thrown a kart at anyone.
 - d) Admitted he had struck the fan.
 - e) Said that he would take any penalty personally, but he did not want his actions to affect his son.
6. The decision of the stewards was to:
 - a) Find Neil Newstead guilty of contravening C1.1.9.

- b) Disqualify and suspend Neil Newstead's licence for thirty days, referring the matter to the Court for consideration of further penalty.
7. Neil Newstead appeared before the Court represented by his solicitor, Mr Grace, who made all the points in mitigation that he reasonably could.
8. The Court was very concerned about Neil Newstead's behaviour and his obvious inability to control his emotions and more particularly his temper. This was a very unpleasant incident particularly as children and young people were involved.
9. The Court orders that:
 - a) Neil Newstead is prohibited from holding a PG licence for a period of five years.
 - b) The first twelve months of the prohibition will commence immediately, namely 14th September 2022. However, the following four years will be suspended on condition that:
 - i. When reapplying for his licence after twelve months, the application is supported by written evidence that Neil Newstead has successfully completed a reputable anger management course.
 - ii. He has been and continues to be of good behaviour.
 - c) Neil Newstead pays a fine of £1,000.00 and a contribution towards the costs of this hearing in the sum of £500.00.
10. The court wishes it to be noted that:
 - a) This decision and the conditions of Neil Newstead's disqualification will be recorded at Motorsport UK.
 - b) In the event of Neil Newstead applying for any Motorsport UK licence within the next five years consideration will almost certainly be given by those processing any such application(s) to the facts in this matter and what anger management course or courses have been accessed and successfully completed by Neil Newstead.

Guy Spollon, Chairman
14th September 2022

Sitting 14th September 2022
Guy Spollon, (Chairman) , John Hopwood, David Scott
J2022/25 C9.1 INQUIRY

The National Court has been asked to consider:

1. If competitor Alex Ley, the driver of car no. 76 at Castle Combe on 6th August 2022, was culpable of any breach of the NCR during qualifying for the TCR UK championship.
2. If the judicial procedure to which Alex Ley was subjected was in conformity with the NCR.

The essential facts of the case are:

1. Alex Ley and his father, Dan Ley, appeared before the Court together with the supporting Clerk of the Course, Bob Honeysett.
2. On 6th August 2022 Alex Ley (a minor) was the driver of car no. 76 when qualifying for the TCR UK Championships. Miss Hawkins was the driver of car no. 21.
3. Alex Ley was found guilty of contravening regulation 12.21.1 (incorrectly specified as 12.21.4 on the Clerk of Course's decision) which prohibits "manoeuvres liable to hinder other drivers... or any other abnormal change of direction".
4. Alex Ley was penalised with a three grid place penalty and three points on his licence.
5. The Court had the advantage of:
 - a) Viewing the on-car footage from both cars no. 76 and 21.
 - b) Hearing from Alex Ley, his father and Bob Honeysett.
6. Alex Ley told the Court that:
 - a) He was on his out lap and building up his speed for a qualifying lap.
 - b) His tyres were new. They needed both scrubbing in and heating up and accordingly his steering input was directed in part to this objective.
 - c) When he went out approximately three quarters of the session had already taken place.
 - d) He was aware that he was being followed by another competitor and was looking for flag signals.
 - e) He had no intention of impeding the progress of another competitor.
7. Having carefully considered the on-car footage and particularly that from car no. 21, the Court concludes that:
 - a) Alex Ley was not aware of the close proximity and speed of the vehicle behind him at the relevant time.

- b) Whilst not intentionally wishing to impede the progress of car no. 21, he had done so by executing an abnormal change of direction, either trying to warm or scrub in his new tyres or else checking for any issue with his car, without previously properly checking in his mirrors.
- c) The supporting Clerk of the Course, Bob Honeysett, correctly found that there was a breach of Q12.21.1 and was entitled to penalise Alex Ley with a three grid penalty and three points on his licence.
8. There is complaint by both Alex Ley and his father regarding the way they were treated by the Clerk of the Course when summoned to his office. They both suggest that:
 - a) Although they were shown the onboard footage from car no. 21, they were not shown the footage from their own vehicle despite requests to do so.
 - b) The Clerk's attitude toward them was unfortunate with veiled threats of other penalties including disqualification from the meeting.
9. The Clerk of the Course informed the Court that:
 - a) During the interview of Alex, he had to remind Alex's father, who was very irate, that he was trying to conduct an interview with his son and not him.
 - b) He reminded Alex Ley that, if his father were to continue, he did have the right to disqualify them from the meeting.
 - c) He interviewed the driver of car no. 21 separately as she was "very wound up".
 - d) He had tried hard to be fair and had made enquiries with the appropriate marshals and sought sight of lap times before reaching his decision.
 - e) Both sets of in car footage had been viewed.
10. It certainly appears that the meeting in the Clerk's office was tense, and the Court has sympathy with officials who are merely trying to undertake their job properly.
 - a) It is unfortunate that both drivers were not interviewed at the same time, and it is unclear if both sets of video footage were made available to Alex and Dan Ley. What is clear, however, is that the Clerk of the Course correctly found that there was a breach of 12.21.1 and imposed a reasonable penalty.

Guy Spollon, Chairman
14th September 2022



Guildford Motor Club - 12 Car rally

21st October, Great Bookham, Surrey

Starting and finishing in Great Bookham, this will run for two hours on Friday evening. The 60 miles includes the Surrey hills to the southeast of Guildford and the Mole Valley. Any standard road going vehicle and all abilities welcome, from novices to experts. All you need is a crew of two, a car, fuel for 60+ miles, Ordnance Survey 1:50,000 Landranger maps 186 & 187, pencils, pens, eraser, clipboard and a way of illuminating the maps to see the route.

email: richardpashley@outlook.com

British Kart Championships

14-16th October, Whilton Mill, Northamptonshire

Northamptonshire's Whilton Mill hosts the final two rounds of the Rotax and Honda Championships. The venue's 1200m International Circuit features big kerbs, fast corners and an opening turn, known as 'Oblivion'. Noah Wolfe has a narrow lead over Scott Marsh in the Mini Max, while Brandon Carr and Callum Bradshaw lead the Junior and Senior Rotax respectively. In Honda Cadets it is Jarrett Clark and Kenzo Craigie at the top of the table heading into the season climax.

www.britishkartchampionships.org/championships/rotax-2022/rotax-round-6-7-whilton-mill



KarPiX

Paul Mitchell Photography



Wydean Stages Rally

15th October, Forest of Dean

The sixth and penultimate round of the 2022 Motorsport UK Pirelli Ravenol Welsh Rally Championship forms part of the Wydean Stages Rally. Matthew Hirst / Declan Dear (Ford Fiesta R5+) remain favourites to win the title, but their first non-finish of the season last time out allowed rivals Bob Morgan and Bob Ceen to close the gap at the top of the drivers' standings, and Andrew Sankey, Ade Williams and Jack Bowen to nudge closer in the battle for the co-drivers' crown.

The Motorsport UK 2022 English Rally Championship, in association with Seacon UK also features in this event, which is organised by the Forest of Dean Motor Club

wydeanstages.co.uk



Caernarvonshire & Anglesey Motor Club Targa Rally

6th November, Trac Môn / Anglesey Circuit

The Cefni Garage Trac Môn Targa will be the first StreetCar event to be promoted by the Club. The rally is dual-permit, Interclub and Clubmans events, with three classes in each. The Interclub event is a qualifying round of the Mr Tyre Motorsport BTRDA Targa Road Rally Championship and the Association of North Western Car Clubs' Targa Championship. Entry list opens at 7pm on the 9th October.

www.camconline.co.uk



Duncan Little

British GT / JEP



British GT Championship

15-16th October, Donington Park

The final round of the season sees the championship return to Donington Park with several drivers in with a chance of claiming the title. Ian Loggie heads to the decider 24.5 points ahead of Adam Balon / Sandy Mitchell with James Cottingham / Lewis Williamson 8.5 points further back. Morgan Tillbrook / Marcus Clutton are still mathematical contenders, albeit 34 points off the lead with 37.5 points remaining.

www.britishgt.com/event/76/donington-park-gp2

GB3 Championship

15-16th October, Donington Park

The GB3 Championship comes down to a two-way decider between Luke Browning and Joel Granfors, as the 24-race season ends at Donington Park. So closely matched are the top-two, that the championship is guaranteed to be decided on the final day of the year. The championship winner will receive an FIA F3 test as their prize.

www.gb-3.net



Jakob Ebrey



KNC Groundworks Motorsport UK Scottish Rally Championship / Fuchs Lubricants British Historic Rally Championship

22nd October, Carlisle Stages, Kielder Forest

Although the Drivers title has been decided, there's still plenty to play for on this final round of the Championship, not least in the battle for the Co-drivers title, where four competitors could win what would be their first title.

www.scottishrallychampionship.co.uk/events/carlisle-stages-rally





Hexham & District Motor Club – 12 Car Navigation Exercise

26th October

The Hexham 12 Car series has been running for many years and has provided club competitors with the opportunity to sample rallying and to learn the skills before moving on to bigger events. This is a 50 mile route on asphalt, with simple navigation.

www.hexhammotorclub.co.uk

British Rally Championship

26th October, Cambrian Rally, Conwy, North Wales

The world-class forests of North Wales will once again signal the final chapter of the British Rally Championship season at the Visit Conwy Cambrian Rally. With Osian Pryce and Noel O' Sullivan already wrapping up the coveted title, all eyes shift to the next generation of BRC stars, eager to round out their season in style.

www.britishrallychampionship.co.uk



5 Nations British Rallycross Championship

5th-6th November, Lyden Hill, Kent

Patrick O'Donovan leads the championship heading into the season-ending ninth round, which will take place at the legendary Kent circuit of Lydden Hill. O'Donovan has won five of the eight rounds this season, but six-time champion Julian Godfrey, who is 21 points behind in second, kept his championship hopes alive at the last round with a second-placed finish.

www.rallycrossbrx.com



Sporting Trials Championships – The Tulleys Sporting Trial

6th November, Kentish Border Car Club, Crawley

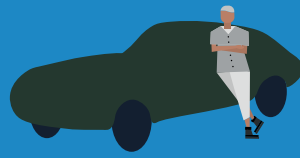
This is the third to last round of both the Motorsport UK and BTRDA Sporting Trials Championships for 2022, with five classes being competed for. Paddock and parking will be at the PYO Pumpkin Patch at Tulleys Farm, Turners Hill, near Crawley. Entries forms available at: www.sportingtrials.co.uk



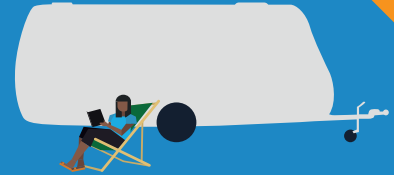
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RESULTS

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

Motorsport UK British Superkart Championship

Bourne Photographic



The final two rounds of the season took place on the Donington Park Grand Prix circuit, concluding with the British Superkart Grand Prix. In Division 1, Liam Morley headed home Lee Harpham in the penultimate round, but Harpham secured the title with victory in the Grand Prix. Lee Plain took a double victory in the F250 National category to end the season with the title and six wins to his name, while in the F450 National class Kosta Kyritsis added two season-ending wins to his two season-opening victories to comfortably secure the title. In Formula 125 Open, Shane Stoney won the two final events but with championship leader Jack Tritton second in both, he could not quite overhaul his rival and Tritton took the title by just four points.

Division One

1st	Lee Harpham	135 points
2nd	Liam Morley	119 points
3rd	Ross Allen	84 points

F250 National

1st	Lee Plain	150 points
2nd	Tom Hatfield	102 points
3rd	Samantha Hempshall	73 points

F450 National

1st	Kosta Kyritsis	100 points
2nd	Ami Jerger	45 points
3rd	Ronan McClintoch	44 points

Formula 125 Open

1st	Jack Tritton	131 points
2nd	Shane Stoney	127 points
3rd	Tom Riley	77 points

Protyre Motorsport UK Asphalt Rally Championship

Russ Otway



Steve Wood has clinched the title after a battle royal on the final round of the series, the Best Cars Chris Kelly Memorial Manx Stages. Co-driven by Dale Bowen, the pair were third after an extremely wet and stormy start. Despite a misfire, Wood completed the third and final leg to finish second – which was enough to secure him the Protyre Trophy and prestigious BTRDA Gold Star award.

Final Drivers' Championship Standings

1st	Steve Wood	112 points
2nd	Neil Roskell	108 points
3rd	John Stone	108 points

Final Co-Drivers' Championship Standings

1st	Dai Roberts	117 points
2nd	Andrew Roughead	112 points
3rd	Dale Bowen	107 points

SBD Motorsport UK HSA British Sprint Championship

Kim Broughton



Terry Holmes won both run offs at a sunny Castle Combe, however Matt Hillam with two second places, overtook Holmes to clinch the title on the final run – beating him by just two points. Fourth placed Steve Broughton span on the first run off, putting him out of contention for third, which was claimed by Graham Blackwell.

Final Championship Standings

1st	Matthew Hillam	442 points
2nd	Terry Holmes	440 points
3rd	Graham Blackwell	420 points

Motorsport UK English Rally Championship, in association with SEACON UK

Malcolm Almond



Following the Trackrod Forest Stages, the positions at the top of the championship table remain unchanged after leader Richard Hill and second-placed Nick Dobson both scored the same number of points. The gap between them remains a single point.

With a maximum of 25-points available on each of the two remaining events, the title remains wide open for the Grizedale Stages at the beginning of December. The current top six drivers – Hill, Dobson, Petch, Naylor, Wearden and Gardener have all scored points on every round so far.

Latest Championship Standings

1st	Richard Hill	94 points
2nd	Nick Dobson	93 points
3rd	Stephen Petch	89 points

British Historic Rally Championship



Three-time British Rally champion Matt Edwards was unbeatable in Yorkshire, storming to a dominant victory in the Fuchs Lubricants British Historic Rally Championship at the Trackrod Historic Cup. Edwards and co-driver Hamish Campbell set the fastest stage time on each of the event's six stages in their FIAT 131 Abarth to take their third win of the 2022 season. The pairing finished an impressive one minute and twenty-seven seconds up the road from second-placed Simon Webster, with Ben Friend rounding out the podium in third.

Latest Championship Standings

1st	Henri Grehan	126 points
2nd	Matt Edwards	100 points
3rd	Nick Elliott	87 points

Russ O'way / 90Right

Avon Tyres Motorsport UK British Hillclimb Championship



A brace of run-off wins at the final round of the British Hillclimb Championship, presented by Avon Tyres, by Wallace Menzies saw him secure the 2022 Championship crown in dramatic fashion on a dry but cool day at Loton Park. An unfortunate spin at the final corner in the first run-off by challenger Alex Summers denied us the theatre of seeing the Championship being decided during the final run-off of the season. The

2022 season has been an absolute classic serving up high drama, numerous new hill records as well as the emergence of new talent. The BHC is in good health with more new cars due to hit the track in 2023.

2022 Final Championship Standings

1st	Wallace Menzies	234 points
2nd	Alex Summers	220 points
3rd	Scott Moran	212 points

Stuart Wing

KNC Groundworks Scottish Rally Championship



David Henderson took a debut victory on the Armstrong Galloway Hills Rally alongside co-driver Chris Lees. Fastest times on the final four stages helped to secure a 35-second victory, giving Lees the lead of the co-driver championship with one round remaining. David Bogie and co-driver John Rowan drove a calculated rally to finish runners-up, giving Bogie enough points to secure a sixth championship title.

Latest Championship Standings

1st	David Bogie	175 points
2nd	Mark McCulloch	144 points
3rd	Michael Binnie	142 points

John Fife

Kwik Fit British Touring Car Championship



Tom Ingram has been crowned Kwik Fit British Touring Car Champion for the first time in his career. The 29-year-old has been in title contention for six successive seasons, but finally secured the win with two victories and a top-five finish during the three bouts around the Brands Hatch Grand Prix circuit.

Final Championship Standings

1st	Tom Ingram	394 points
2nd	Ash Sutton	382 points
3rd	Jake Hill	381 points

JEP

The GB3 Championship



The Championship has been a year-long battle between Hitech GP's Luke Browning and Fortec's Joel Granfors, and only one of these two drivers can take the title now.

Latest Championship Standings

1st	Luke Browning	431 points
2nd	Joel Granfors	414.5 points
3rd	Callum Voisin	312 points

Motorsport UK British Rally Championship



A three-time BRC runner-up, Pryce called on all his previous experience to return a flawless performance across the tricky Yorkshire stages. He and co-driver Noel O'Sullivan secured the all-important win and the title bid they had been so desperately seeking. After taking the lead in the 11-mile Dalby test on Friday night, Pryce was never headed – winning four of the six stages to return to the Filey seafront finish to add his name to the coveted BRC trophy, joining the likes of Colin McRae, Ari Vatanen, Stig Blomqvist and Hannu Mikkola.

Final Championship Standings

1st	Osian Pryce	123 points
2nd	Keith Cronin	104 points
3rd	James Williams	75 points

Motorsport UK British Drag Racing Championship



At the sixth and final round of 2022, Bobby Wallace scored his first career victory by defeating newly-crowned 2022 champion Andy Robinson in the final. Robinson, unusually, tripped the red light with a false start. Wallace could have eased through to the finish but instead blasted to a personal-best, 5.881sec elapsed time which stood as low ET of the

event. Robinson had qualified low at 5.902sec, setting the event's top speed at 245.15mph. Robinson is champion for the eighth time.

Latest Championship Standings

1st	Andy Robinson	525 points
2nd	Wallace Motorsport	494 points
3rd	Kevin Slyfield	467 points

Motorsport UK British Autotest Championship



Following the cancellation of the Loughborough Autotests, congratulations go to Alastair Moffat on his eighth British Championship win, the most successful Championship winner since the Championship started in 1969. Congratulations also to Willie Keating and Chris Chapman for second and third overall respectively.

Final Championship Standings

1st	Alastair Moffat	149 points
2nd	Willie Keating	143 points
3rd	Christopher Chapman	127 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Local Ludlow driver Perry Gardener scored maximum points after an outstanding drive on the Phil Price Memorial Woodpecker Stages in his Ford Fiesta R5+. Partnered by Jack Bowen, who continues to lead the Welsh Junior co-drivers' category, the 2021 event winner was on fine form. Matthew Hirst and co-driver Declan Dear were on course to be crowned Pirelli Ravenol Welsh champions, however, on the first stage of the afternoon's repeat loop their Ford Fiesta R5+ broke a rear track control arm ending their event. After winning four Pirelli Ravenol Welsh rounds in a row, Hirst has now retired on his last three Woodpecker Stages appearances.

Latest Championship Standings

1st	Matthew Hirst	125 points
2nd	Bob Morgan	107 points
3rd	Bob Ceen	98 points

Motorsport UK Sporting Car Trials Championship



Tom Bricknell secured his third British Sporting Trials Championship at the Pete Fear event near Ross on Wye, with five rounds remaining and his seventh win of the season, nine years after his last title. Bricknell's form has been stunning all year and drove faultlessly to beat Bob Packham by four points and Richard Sharp by five. Packham's result was sensational in his 1970s Kincraft,

and enough to win the live axle class from Arthur Carroll, who finished fourth overall despite a costly five during the second round of eight hills. Carroll tied with Mike Salton, beating him on more climbed hills. Darren Underwood finished in sixth, two points ahead of Andy Wilks. John Fack had upgraded his rear shock absorbers, but an afternoon setup tweak didn't work and the resulting

poor third round dropped him to eighth. Boyd Webster conversely had one of the best afternoons to climb up to ninth overall.

Final Championship Standings

1st	Thomas Bricknell	147 points
2nd	Richard Sharp	118 points
3rd	Andy Wilks	107 points

Motorsport UK British Car Trial Championship



Congratulations go to the 2022 Champion, Garry Preston, who could not be caught following Round 10 back in July, with three rounds still to go! Preston last won the Championship 15 years ago back in 2007, and his first ever Championship win was in 1996.

Final Championship Standings

1st	Garry Preston	47 points
2nd	Rupert North	38 points
3rd	Kevin Roberts	37 points

ROKiT F4 British Championship certified by FIA



Hitech GP's Alex Dunne has won the 2022 ROKiT F4 British Championship certified by FIA after confirmation of the qualifying results at Brands Hatch, the final round of the 2022 Championship. Twice at Brands Hatch, Joseph Loake converted pole position into victory, putting himself a clear second to Dunne in terms of race wins this campaign. Meanwhile, sixth place proved enough for McLaren F1 junior Ugo Ugochukwu to wrap up the Rookie Championship, helping Carlin secure the Teams trophy.

Final Championship Standings

1st	Alex Dunne	412 points
2nd	Oliver Gray	310 points
3rd	Ugo Ugochukwu	264 points

Intelligent Money British GT Championship



Team Abba Racing's retirement on the penultimate lap handed victory to Enduro Motorsport's Morgan Tillbrook and Marcus Clutton on a dramatic day at Brands Hatch. The result keeps the #77 McLaren's drivers in what has boiled down to a four-way GT3 title battle that will conclude at Donington Park. Barwell's Adam Balon and Sandy Mitchell can also win the crown after finishing second, while Century scored its first overall podium with the new BMW M4 GT3 courtesy of debutant Henry Dawes and the returning Alexander Sims.

Latest Championship Standings

1st	Ian Loggie	135 points
2nd=	Adam Balon	110.5 points
2nd=	Sandy Mitchell	110.5 points

Duncan Stephens

JEP

JEP

Wera Tools British Kart Championships

Charlie Turner became the first British Kart Champion of 2022 at Kimbolton when he secured the KZ2 title with a second place finish behind title rival James Glenister. Noah Wolfe cemented his lead in the Mini Max class with victory giving him a 15 points advantage over Scott Marsh while in the Junior Rotax Brandon Carr continued his near unstoppable recent form by going undefeated all weekend to build up a 66-point lead over his nearest rival. In the Seniors, a similarly in-form Callum Bradshaw also took a clean sweep to extend his lead over Kai Hunter, and having missed the previous round, Cole Denholm took his third maximum points haul of the season in Honda Cadets as title contenders Jarrett Clarke and Kenzo Craigie failed to reach the podium.

Six titles were decided as the IAME, TKM and Bambino seasons drew to a thrilling close at PFI. Riley Murro's second place was enough to seal the title in the Bambino class as Austin Oman took victory, while in IAME Cadets, Jesse Phillips took a win and a third to seal the title, despite team-mates Jenson Graham, Jorge Edgar and Kit Belofsky pushing him hard. In the Junior X30, Rylan Echberg and Macauley Bishop took the two Final victories, but Gabriel Stilp did enough to wrap up the title ahead of Harry Burgoyne Jnr, whose two second place finishes saw him break the record for the most podiums in the modern era with 15. In the Senior X30s, an emotional Gus Lawrence took the crown on home turf, as rival Bart Harrison managed just one top-three finish. In the Junior TKM, Leon Frost stayed out of trouble with two fifth place finishes to maintain his lead and take the championship win while in TKM Extreme, Chris Whitton made use of a 50-point buffer to take the title despite his worst round of the season. Finally, a faultless weekend for Kenzo Craigie gave him Honda Academy 'O' Plate bragging rights.

Final Championship Standings

Mini Max

1st	Noah Wolfe	931 points
2nd	Scott Marsh	916 points
3rd	Sebastian Minns	862 points

Junior Rotax

1st	Brandon Carr	936 points
2nd	Vinnie Phillips	870 points
3rd	Charlie Hart	794 points

Senior Rotax

1st	Callum Bradshaw	918 points
2nd	Kai Hunter	892 points
3rd	Guy Cunnington	844 points

KZ2

1st	Charlie Turner	456 points
2nd	James Glenister	454 points
3rd	Tom Adams	434 points

Honda Cadets

1st	Jarrett Clark	875 points
2nd	Kenzo Craigie	861 points
3rd	Noah Barham	839 points

IAME Cadet

1st	Jesse Phillips	1010 points
2nd	Kit Belofsky	985 points
3rd	Jenson Graham	985 points

Junior X30

1st	Gabriel Stilp	1021 points
2nd	Fionn McLaughlin	999 points
3rd	Harry Burgoyne Jnr	990 points

Senior X30

1st	Gus Lawrence	998 points
2nd	Bart Harrison	982 points
3rd	Harry Platten	971 points

Junior TKM

1st	Leon Frost	643 points
2nd	Tyla Harris	607 points
3rd	Dara McInerney	600 points

TKM Extreme

1st	Chris Whitton	650 points
2nd	Sam Johns	614 points
3rd	Aaron Lask	600 points

Bambino

1st	Riley Murro	410 points
2nd	Austin Oman	391 points
3rd	Chester Forkes	384 points



Brandon Carr



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Cooper Tire & Rubber Co. Europe Ltd

Bath Road, Melksham Wiltshire, SN12 8AA
Phone: 01225 703101
coopertires@coopertire.com
www.coopertire.co.uk/motorsport-tires



Longstone Tyres

Doncaster Road, Bawtry, South Yorkshire, DN10 6NX
Phone: 01302 711123
www.longstonetyres.co.uk

Tyre Companies



Michelin Tyre PLC

Campbell Road, Stoke-on-Trent,
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www.michelin.co.uk/about/michelin-in-the-uk



Pirelli Tyres Ltd

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Staffordshire, DE13 0BH
Phone: 01283 525252
www.pirelli.co.uk



Toyo Tires

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Northamptonshire, NN10 6GL
Phone: 01933 411144
Email: info@toyotyre.co.uk
www.toyo.co.uk



Protyre Motorsport

Govan Road, Fenton Industrial Estate,
Stoke-on-Trent,
West Midlands, ST4 2RS
Phone: 01782 411 001
www.protyre.co.uk/motorsport



Nankang Tyre UK

1 SGC Business Park, Oldbury Road, West
Bromwich, West Midlands, B70 9DP
Phone: 0121 500 5010
Email: jamie@nankangtyre.co.uk
www.nankangtyre.co.uk



M. A. Horne Ltd

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Verwood, Dorset, BH31 6YS
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Tyre Warmers

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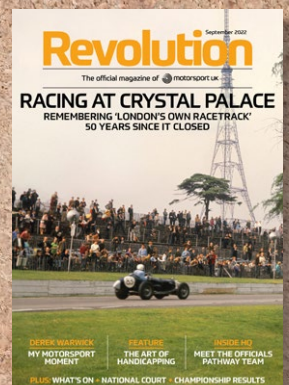


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The Parting Shot

Sixth place in the final round of the ROKiT F4 British Championship certified by FIA proved enough for McLaren F1 junior Ugo Ugochukwu to wrap up the Rookie Championship for 2022.

“I’m super happy, this is exactly the weekend we needed,” grinned Ugochukwu. “I just needed to pick up the points throughout all three races, and I’m delighted to clinch the Rookie title. To solidify P3 in the overall championship was also important.”

After a successful international karting career, Ugo Ugochukwu made the step into single seaters for 2022 with Carlin. The 15-year-old’s CV, which includes the 2020 FIA European OK Junior title, is headlined by his affiliation with McLaren Racing Formula 1 team, as an official Junior driver.



All photos: JEP

