


Revolution

November 2022

The official magazine of  motorsport uk

INSIDE LINE – DRAG RACING

TOP FUEL DRIVER SUSANNE CALLIN
ON WHAT IT TAKES TO TAME 11,000BHP



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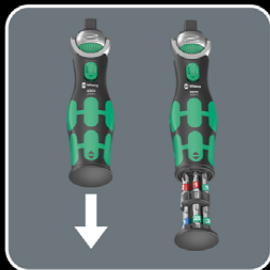


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Question: In which motorsport discipline do drivers favour competing in their socks? Answer: esports, where drivers prefer the delicate tactile advantage of being shoeless.

Of course, driving any competition machine rewards connectivity, but in esports everything is

focused on a much reduced set of input parameters, and demands extraordinary focus. Without a doubt the best in the world today is our own James Baldwin. I was very proud to witness his victory (in his socks) at the final of the FIA Motorsport Games Esports competition, lifting the Gold Medal after three days of hard racing against 51 other countries, each fielding the very best esports driver for their territory. James has a glittering career in virtual racing, famously being the winner of The World's Fastest Gamer in 2019. Perhaps one of the marks of success of this relatively new branch of our sport was that of the 72 countries present at the FIA Motorsport Games, just over two-thirds of them had competitors in esports. This was by far the largest category, reflecting the accessibility and attractiveness of virtual racing to new legions of fans and drivers. It is also an exciting bridge

into other worlds, with the news that the International Olympic Committee (IOC) has created the Olympic Virtual Series in which motorsport will be represented as one of the new esports competitions, held next year at a dedicated IOC competition in Singapore and at the Summer Olympic Games in Paris 2024.

The FIA Motorsport Games were held over three days in the south of France, centred on The Circuit Paul Ricard, with 72 of the 146 FIA countries fielding teams of drivers across 16 different disciplines. GT racing, Touring Cars (TCR) and Formula 4 topped the list on the circuit, while in karting there were categories for juniors, seniors, endurance, and slalom. Rallying was represented with Rally 2 and Rally 4 as well as a Historic rally event. Auto Slalom and Drifting were there to show extraordinary driver skills expressed in confined space competition venues. And perhaps lesser known in the UK, Cross Car for both junior and senior drivers. Team UK comprised:

- **Auto Slalom** with Laura Christmas and Mark King
- **Cross Car SNR** with Dan Rooke
- **Cross Car JR** with Corey Padgett
- **Karting Endurance** with Jack O'Neill, Rhianna Purcocks, Owen Jenman and Mike Philippou
- **Drifting** with Martin Richards
- **Touring Cars** with Chris Smiley
- **Rally 2** with Oliver Mellors and Ian Windress
- **Historic Rally** with Tim Jones and Steve Jones
- **GT** with Christopher Froggatt (C) and Ian Loggie although at the very last-minute Chris fell ill and was substituted by Sam Neary who flew over to take his place
- Rounding off the entry was James Baldwin in digital **esports**

I would like to thank all of them for the tremendous commitment that they made by representing Team UK. To add to James' Gold Medal, Team UK also secured a Bronze in GTs with Sam and Ian, and this was enough to place Team UK fifth in the final medal table. There were a frustrating number of near misses in other competitions that, but for a little bit of luck, could have ended up very differently. Each day was full of drama and excitement. It proved very hard to attain a medal in any of the competitions with many nations returning home empty handed.

You may not be familiar with the concept of the FIA Motorsport Games, so I will explain a little bit of the background and its ambitions. The concept was created by Jean Todt in 2019 when, as President of the FIA, he was keen to create a competition that would move away from the traditional secular nature of motorsport disciplines and instead bring nations together, as has always been the case with the Olympic Games. The FIA family is made up of a very diverse range of countries



James Baldwin wins Gold in the esports final

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Team UK at the 2022 Motorsports Games

across the globe, with Europe and the USA representing the most mature markets, with ten of thousands of competitors in each country, while in contrast, those in parts of Africa, Asia and South America having a mere handful. And yet we are all bound together by a shared passion for motorsport and perhaps more importantly a common set of challenges that we face, not only today, but at an escalating level in the future. The role of motorsport in society is changing rapidly as it mirrors the trajectory of the internal combustion engine, and the need for change to take place in response to the global climate crisis. Now more than ever, we need to present a united front around the world so that we can be innovative in our solutions and ensure the long-term prosperity of the sport.

The underlying principle of the FIA Motorsport Games is undoubtedly sound, and as a celebration of inter-country competition it was heart-warming and incredibly successful in bringing that community together. However, the Games itself posed many questions for all of us to consider as the concept develops. Not least of these is the spectrum of different disciplines and experience levels of competitors between those formats. The FIA has the challenge of how to reconcile the need for competition that welcomes developing countries with little or no existing infrastructure, and simultaneously marry that with the commercial needs of running such a huge festival of motorsport with over 500 competitors. To make this work there is a need for professional teams represented by GT, Touring Cars and with Formula 4 as arrive-and-drive run by professional outfit, Hi-Tech. The economic model for the event stretches from simple supplied equipment in karting and auto slalom with an entry of a few thousand Euros, all the way through to professional teams who have to fund their own equipment and support team, which together with

a significant entry fee, represents an investment probably approaching six figures. One might say the spectrum is healthy as it presents the reality of our sport around the world, however, as a combined spectacle it is something of a challenge of comprehension to external audiences and the non-motorsport media. The key point is that in order for the FIA Motorsport Games to really achieve a wider impact it needs to do the same as the Olympic Games in reaching new audiences who are not currently motorsport fans.

Having worked in the Olympic world for five years through London 2012, I can attest to the extraordinary impact that the Games can have, not just on the host nation, but globally. A key part is showcasing sports, and countries, that do not normally enjoy the spotlight of a global audience. The Olympics has of course been around for a very long time and has built not only its competition architecture, but also an incredible commercial and media machine that engages with billions of people like no other. In that regard it is very much a virtuous circle, but at the same time has faced its own challenges as it has transitioned from a purely amateur competition to embracing professional sports men and women. For the FIA Motorsport Games to achieve its potential it needs to reach new audiences who are not existing motorsport fans; to persuade people that motorsport has a rightful and purposeful place in society, and that it has a spectrum of activities that extend far beyond the halo product of Formula 1. For the Motorsport Games this is a vicious circle. As with any new product, it struggles to make an impact and stand out in a world that is already overcrowded with media properties and content.


This is further challenged by the positioning of the professional competitions within the Games and their respective role within their own niche of the sport. Where

does the GT competition in the Motorsport Games sit within the lexicon of different endurance racing opportunities for teams and drivers? For those competitors in Formula 4 championships around the world, should they make further investment in competing in the FIA Motorsport Games F4 competition? In fact, I think it is with this latter category that there is a real opportunity. Despite appearances, FIA Formula 4 is not a one-make series, but rather a very well-defined set of regulations against which manufacturers homologate equipment. Now in its second generation, there is a convergence towards Tatuus and Abarth as the pre-eminent suppliers. Nonetheless not all drivers compete with the same equipment from country to country and therefore the FIA has gone down the route of producing an entirely unique F4 race car for the Games, thereby ensuring that the racing is on a technically level playing field. However, this then provides less opportunity for those hungry to eek out an advantage by working with their own team and copious amounts of testing to extract the finest margins of performance. It was therefore perhaps no surprise that there was an extremely mixed field of competitors in F4, ranging from lesser-known single seater countries such as Uzbekistan and Panama, all the way through to the current Italian F4 Champion, Andrea Kimi Antonelli, who is widely regarded as one of the most promising young stars in junior racing today. He ran away with the Gold medal. It is an interesting environment where complete unknowns can take part in an event up against the most established stars in the world, providing a benchmark for their talents, and the ability to publicise their participation back home to their own media. But the same problem remains which is how to break out of the immediate motorsport bubble and into a broader general media impact?

Having said all of that, will we be back in two years' time when the FIA Motorsport Games moves to Valencia in Spain? The answer has to be yes, for a number of very good reasons. First and foremost, I think there is more that we can do to connect between the disciplines within motorsport in the UK. While we have some crossover between the different categories, most people will proclaim themselves to be from rallying or circuit racing or karting or auto-testing rather than a generalist across the sport. One of the brilliant things that was evident in the South of France was the camaraderie and support that was shown by everybody in Team UK towards other members of the team and the interest in understanding more about those other disciplines and what it took to be successful. Second, Motorsport UK is very much at the forefront of developed countries in the FIA family, with our Chair David Richards sitting on the FIA World Motor Sport Council and other members of our Executive, including

myself, sitting on various Commissions and Working Groups. But it goes beyond that, as the community looks to the UK to provide learning and training resources for developing countries and disciplines around the globe; thought leadership in strategy on the future of the sport as well as specialist expertise in areas such as esports and Sustainability. I think it is our role as part of that family to commit to ideas such as the FIA Motorsport Games and be part of finding the best ways that it can be developed and maximise its benefits not only to the UK, but also the motorsport community worldwide. And finally, I come back to the Olympic parallel and the ambition to place motorsport in the most positive light with the communities outside our own sporting sphere. Some of that will be achieved by lobbying, some by technology showcases and even more by the demonstration of being good global citizens when it comes to sustainability. There is much to be gained from positioning the full breadth of motorsport and its different facets as a broach church of entertainment and as a deeply rooted community pastime, that has an accessible pathway from the real grassroots all the way up to professional motorsport.

As we come to the end of 2022, we are grateful for the support that our community has shown by returning in so many numbers to compete in, volunteer and officiate at events around the UK. Already we are seeing the take up of licences in 2022 in certain categories such as circuit racing and karting matching, or even exceeding, the numbers we saw before the pandemic. The number of permits issued to clubs for events have rebounded and entry levels in many categories are also a match of those three or more years ago. Applications have now opened for 2023 licences, and it is exciting to see so many people returning for another year of competition and unlocking the benefits that can be accrued from their competition licences.

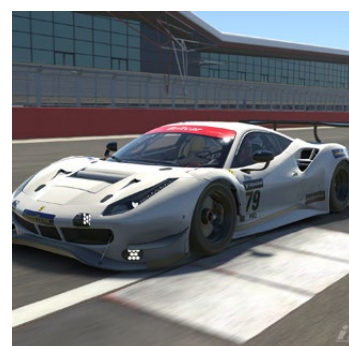
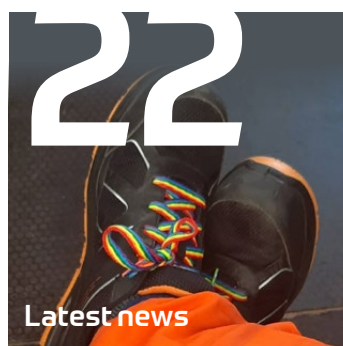
At the heart of our community activity is the largely volunteer workforce, from marshals, officials and the Motorsport UK club members who put in extraordinary efforts every weekend. Volunteers are the lifeblood of our sport and this weekend (12-13 November) we join the FIA in celebrating Volunteers Weekend, acknowledging the dedication and commitment of thousands week in, week out across the globe. The volunteer community is UK motorsport's greatest asset, and they provide the aspirational benchmark for other ASNs. 

Wishing everyone a happy and successful month of competition.

Best regards,
Hugh Chambers
CEO, Motorsport UK

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In *Revolution* this month: Drag racing is pure adrenaline-fuelled adventure. **A Top Fuel star reveals** what it is like to compete at the highest level. Get the lowdown on **commentating** from the people behind the mic, **visit Knockhill circuit** and showcase some more of **UK motorsport's future stars...**



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Behind the mic:
What does it take to make motorsport
sound magic on a microphone?



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Top Fuel dragsters can make 1,000bhp



Inside the mind of a drag racer

Drag racing is one of the more unique forms of UK competition to run under the Motorsport UK banner and it is also one of the most extreme. **Revolution** spoke to Top Fuel driver **Susanne Callin** and Santa Pod Raceway owner **Keith Bartlett** to learn how it feels to be behind the wheel

Susanne Callin is one of Europe's top dragster competitors. She drives in the Top Fuel category, which is the drag racing equivalent of Formula One, and for many who follow the sport she is a superstar. She is also the wife of the UK's 'Godfather' of the sport, Keith Bartlett, the owner and operator of Santa Pod Raceway, which attracts crowds upwards of 30,000 to its Top Fuel events.

"When the car fires up, that's when everything gets swept away. You're in the zone, the car's vibrating like hell, everything's shaking. Even standing still it's just 'bub-bub-bub.' Shuddering. Your body's rattling around. You can feel everything. At that point, you know it's just you now. After all the team's hard work, it's just you left to do this. Then, and as soon as the lights go green, it's like being shot out of a rocket..."

Although drag racing may not quite align with more familiar disciplines like circuit racing, sprint, hill climbing or rallying, it is becoming increasingly popular. In the United States, events draw in hundreds of thousands and even in Europe, the recent Top Fuel event at Hockenheim attracted 54,000 spectators. That is more than F1 used to draw in during the non-Schumacher eras.

Santa Pod is the hub of it all in the UK, running events from 'run what ya brung', where anyone is welcome to bring their cars and drive the quarter mile as quickly as they can,

all the way to the Top Fuel class driven by a highly selective group of brave individuals, where cars run from 0-100mph in 0.8 seconds and reach 280mph after about three seconds at an-eighth-of-a-mile and go through the finish line in just under four seconds at upwards of 320 mph.

That level of performance is unimaginable, and Callin concedes that there is very little that compares. "Nothing I have ever tried gets anywhere close to it, for sure," she says. "You can't compare it to anything. The first time I did it, I had no idea what I was getting into. I was so nervous, but I was also respectful. These cars are absolute monsters. Until you get in one you really don't know what to expect. It's almost worse afterwards when you know what's going to hit you."

When she says 'what's going to hit you' she means it almost literally. Because, for a Top Fuel driver who has driven hundreds of runs, it is actually not the getting going bit that is the most intense. It's the stopping. "The start, you do get used to, but when the 'chutes come out and you are coming down at 300mph, I don't think you ever get used to that," she continues. "You're left breathless. You get winded. Totally. It's like driving into a wall. You lose all the breath in your lungs. At the start, it's 4-5G, so it's really high. But it's even more when you stop. That's 5-6 in negative Gs. That's worse. You can definitely feel it!"

Caption

Now, it is important to remember that not all drag racing is quite like that. That would be like saying competing in a Sprint race is like driving an F1 car. But whatever the level, there is still a similar feeling. Bartlett explains: "I've recently been driving a ten-second car, a 1950s gasser, that goes through the finish line at 135mph. Then I've got a street legal car that will run seven-and-a-half-seconds at 190mph. How does that feel? For a door body car, really fast. The wheels are up off the ground. It's no comparison to what Susanne does, I am not going pretend it is, but it still feels really, really quick. It's exciting and you get a real buzz."

Finding Focus

Callin has just finished her latest season in the FIA European Championship. After a year beset by mechanical issues, she still managed to finish runner-up. She nailed her personal best on the quarter mile, a rapid 3.885 seconds, topping out at 309.20mph, at the season-ending event in front of a fanatical home crowd at Santa Pod. To stand on the banks filled with spectators, two fire-breathing Top Fuel machines sit shaking and rocking on the start line waiting to go, is a visceral experience that hits all senses. Yet inside the cockpit, it is all rather serene.

"When you're on the start line, you're just so focused on what you're doing you don't really feel anything, that's the one time you try to be as cool and feel as little as possible," she tries to explain. "The whole process to get to that point starts when I put all my gear on, and when that all starts, I just want to be left alone. I think most of the other competitors do the same – we have our own routines: I put everything on in the same order, go and have my water."

"We have such thick suits, but even when it's really hot I still like to walk down to the start line and get into the car early. At that point, I feel nothing. I don't know any Top Fuel driver who does. You might expect it to be 'wheey hey, let's have fun, let's do this' but it's not like that. I know in other classes people are sort of skipping into their cars and being 'oh, how exciting' but I definitely don't have anything of that."

"I mean, we are serious. But once I'm in there, that's when my brain starts whirring and my heart rate, it starts going 'boom-badda-boom.' It really goes for it, so I need to sit and just calm myself down. Sometimes I am like 'oh my God, why am I doing this, should I really be doing this?' That definitely happened in the beginning, but I'm more used to it now. Now, I just know that's when you sit down and just do it, no matter what."

"I'd rather just sit in there and try to zone in and do my thing. If you're not in sync, even getting close to the run, it can really screw up when you're out there. It's not like F1, where you can catch up or anything like that, you've got what you've got – and you've got one shot. You can't redo it. You can't come off the accelerator and go back on it. It's everything, just now or never."

"When the team comes in and tightens up your belts, they do it so hard you can't breathe, you almost want to hit them! But when it's all about to start, I am so focused. Even though the bank is literally 30 meters to the right, I don't see the crowds. And once it's go, it's a struggle all the way! If you look from the side, it looks pretty damn straight but when you're in it, it's a handful, I can tell you! But for me, it's at the end of the run, when I get out the car, that the biggest adrenaline rush hits me."



Tuning Up

As you would expect, given the performance of the Top Fuel machines, the power they pack is immense. The engine has around 11,000bhp, which means, Bartlett points out, that the power inside two cars sat on the start line is equivalent to the power in an entire grid of F1 cars. Just take that in for a moment. That deserves *a lot* of respect.

Of course, however, just like in any other form of motorsport, there are many levels below that pinnacle. From Pro Mod, which is like a fast touring car, down through the drag racing equivalents of F2 and F3, right the way to the 30 'run what your brung' sessions held at Santa Pod over the year, where all you need is a driving licence, a car with an MOT and some insurance.

Even children as young as eight years old can have a go in Junior dragsters on an eighth of a mile, and Bartlett proudly explains: "Our two daughters aren't even old enough to get driving licences – but they are driving 80mph Junior dragsters. At the distance they run, a supercar wouldn't live with that. They've learned to get into a concentration zone and think nothing of it, and I am the same in my cars. I don't feel scared or apprehensive. But Top Fuel is different. The average person would be scared. Some years ago, I put Tiff Needell into a Top Fuel car on Top Gear. He swore blind he would never do it again – and he didn't even do a full run!"

>>>>>



Santa Pod / Jon Spoor

Nitromethane fumes are like teargas. Gas masks are often worn when Top Fuel engines warm up in the pits



When the 'chutes come out, it's like driving into a wall. You lose all the breath in your lungs. It is frequent practice for drivers to pack their own chutes as it's their own lives at stake if the 'chutes don't open properly



Santa Pod / Jon Spoor

There is a similarly large gulf in preparation between the Top Fuel cars and the less powerful machines. At lower levels, a few simple tweaks and some engine checks is all that is needed. At the top level it takes a crew of around six people to run each car and they pretty much strip and rebuild the entire engine between every run, with just an hour and a half to turn it around. If you consider there are 3-4 qualifying runs and a similar number of rounds to reach the final, that is a lot of engine rebuilds, a lot of parts and a lot of expense.

"They may be push rod engines, but they are extremely complicated," says Bartlett. "I used to regularly have F1 teams come to do straight line runs at Santa Pod before they tightened up on testing and they would be blown away by Top Fuel cars in terms of the complexity and how difficult it is to get them to run. It's one thing producing 11,000bhp, it's another thing to put that to the ground to make a good run.

"There are so many elements to it. The clutch feed comes in via electronic timers and it locks up at different stages. You put ignition in, take ignition out and you're putting fuel in and taking it out as the car goes down the run. So you are taking fuel away and leaning the engine out as it goes down. That is compensated with electronic ignition giving more

blower on the superchargers, more drive or less drive, so it's extremely complex.

"Even if the car only runs 50m, it all has to come completely apart, every time. Things need to be replaced all the time, they might have pistons gone, rings gone, the bearings are gone on nearly every run, spark plugs are used up. To run a Top Fuel car without any breakages, just normal wear and tear, costs between £3,000 and £5,000 each run. That's without damage, and there's always damage."

Quick on the Lights

Things are intense on the quarter mile whatever the level, and what many like most about it is the simplicity of the whole competitive process. "It's a bit like tennis," explains Bartlett. "The qualifying runs decide the positions in the draw for the first round, and after that it's a one against one knock-out; it's just win or lose. Coming second in an event, it almost means nothing! It's all about the winner. If you are losing semi-finalist, people don't remember that. They only remember the final and who won."

That said, while progressing through to the final is all about beating the person on the other side of the track every time,

the satisfaction for many comes in beating your best time against the clock. Callin adds: "Even if they lose, people will be super happy if they've done a better time. They will still come off smiling and not really caring if they got beaten. At the end of the day, we're all just chasing that little bit quicker time."

Given that a run lasts just under four seconds in a Top Fuel dragster, you would have thought a big chunk of that quicker time could be found in the driver's reaction to the lights. That, however, is not necessarily the case. "There are always ways to practise, to improve reaction times as a driver," says Suzanne. "But actually the reaction times in European Top Fuel, none of us are brilliant, because the cars don't really react as quickly as other cars."

The Top Fuel cars are so complex that there is not a direct reaction between the driver's foot and the car getting off the line – so there is more to getting off the line than pure reaction speed. It is in classes like Pro ET and Super Pro where reaction time is everything, as Bartlett explains: "They clearly don't have the same power of acceleration compared to the Top Fuel machines, but in terms of getting it off the line, the actual transfer of energy is instant. And some of those young kids that come into those classes are unbelievable on the lights."

The engineering complexity of the Top Fuel cars also makes them extremely sensitive, so things can often go wrong. "These cars either go quick as hell or not at all," explains Callin. "There's a lever under the throttle that sets off the clutch and the air systems, the fuel system, the ignition, and all of that, and it's either on or off. You can't even lean on the throttle, because if you even lean on it by half a millimetre that's 4,000bhp right there. So, you have to have the throttle full on, and there's no backing off."

"There are no second chances in any of it. You just have this one go at it, and it's so extreme, everything is pushed so hard to the limit. When the car fails to get traction, we shake, the tyres get wrapped underneath themselves and the car starts jumping forward. That is so violent, you actually black out a lot of the time. You lose your vision. Out of the blue."

"It can be really, really violent. If you don't react quickly to that, your whole engine will go 'kaboom!' If you get off the throttle, you have to do it really quickly, bam-bam and come back on. You can't think about it because the whole engine's completely full of nitro-methane so you could explode the whole thing. We're used to it not going right a lot, but when it all clicks – it's actually quite a smooth ride."

>>>>

The Bartlett Family

The Bartlett name is synonymous with drag racing. Having owned Santa Pod Raceway for decades, it is hard to argue that the sport would not exist in the UK without Keith Bartlett, who has dedicated virtually his entire life to straight-line racing.

As the CEO of Trakbak Racing Ltd, he runs Santa Pod, is also the chairman of Drag Racing Europe AB and manages the FIA and FIM European Drag Racing Championships. Having raced throughout his younger life, he spent 40 years outside of the cockpit until recently returning to take on the quarter mile in a variety of different machinery.

None of that machinery, however, is quite at the performance level of his wife, European Top Fuel racer Susanne Callin. She started racing when she was just 10 years old, in Junior dragsters, and moved up to Super Comp at 15, before joining the Top Fuel field in 2002, at the age of 18.

She competed for four years before stepping away to start a family with Bartlett, but returned to the sport in 2019, joining RF Motorsport. The couple's daughters are now in their teens and guess where they get their kicks. Yes, down in Podington, putting the pedal to the metal for the next generation. So, it seems, the Bartlett legend is set to continue for some time to come.

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Keith, and his daughters, also race at Santa Pod

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In the Zone

Sometimes, however, that ride is not so smooth – and that's when things can start to become spectacular. "I rolled six times once," says Callin with zero hint of concern. "I also crashed into the wall at 200kph. And the number of times I have caught fire, well, that doesn't even count!"

Despite such dramatic sounding incidents, none of which fortunately occurred in the Top Fuel class, Callin says that it is very rare anyone gets hurt, adding: "It's very low statistically on injuries, even though it's a hard impact at proper speed. People crash in the lower classes, several at every event, but you see them afterwards and no one has actually had any injuries that have made me really question everything."

Just as time often slows down when you are faced with a dramatic or dangerous situation, the same happens inside the cockpit, however the run is going. "It never feels like four seconds," says Callin. "People say 'it's so fast, how do you have time to do anything' but I have time to do millions of things! It all slows down, even though you are going faster and faster."

"These cars never stop accelerating, so the second half of the track goes so quick. The last 100m goes in just over a second, and the quicker it goes, your vision also gets narrower and narrower and narrower. The whole experience is just incredible. It still is. In fact, even people who have been involved in drag racing for all of their lives, no one ever, ever, ever has got used to Top Fuel."

"Every time those engines start, you can't help but be affected. Even if you bring someone who hates any car or motorsport with a passion, they are not going to leave and be unaffected. They are going to say 'holy ****', what was that? The ground shakes. Your heart actually changes rhythm, just watching it. It's definitely not a great TV sport, but wow, can you feel it when you're there."

"There really is nothing, nothing, nothing like it. At the end of a run, I'm out of breath. I can't even get out of the car. I struggle to even stand up – which you wouldn't think after that short distance! But after that, when the rush hits you, it's amazing. These cars often break and don't run, and a lot of the time you are working so hard and spending so much money for nothing, there are so many damn low lows. But the highs... they are so high they compensate for it all." 🌀

To learn more about Drag Racing in the UK, visit www.santapod.com and check the next event

Even if the car only runs 50m, it all has to come completely apart, every time



Your 2023 Season Starts Here

Now is the time to renew your licence and access the full benefits of being a Motorsport UK member

Your licence does so much more than allowing you to enter events. It offers you the peace of mind to enjoy your motorsport within a safe, fair, and fun environment.

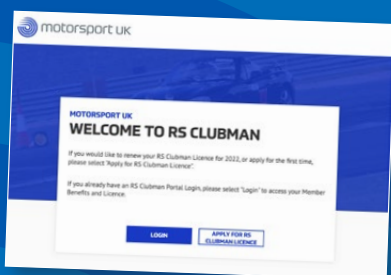
Your licence puts you at the heart of a community of over 60,000 like-minded people, who all share a love for our sport. As a member of Motorsport UK, you are supporting the work of the sport's not-for-profit governing body in recruiting, training, developing volunteer marshals, officials and sustaining clubs and motorsport in the UK.

Your membership is much more than a licence – it allows you to take part in hundreds of different events all over the country and access a world of member benefits and discounts from a range of motorsport, automotive, travel and high street brands to help your budget go further.

How to renew your licence

From December 2022, RS Clubman licences can be applied for online [HERE](#)

For any other licence grade, providing it does not require a medical, vision test, resting or stress related ECG, can be renewed online as long as the member is over 18-years-old.



Members required to provide a medical, vision test, resting or stress related ECG result, will need to complete the postal renewal application form and return this to the membership team here at Motorsport UK. The 2023 renewal postal application forms should have arrived during the first week of November. If yours is missing, please contact the Membership Team on **01753 765 050** or email membership@motorsportuk.org

A screenshot of the Motorsport UK website's login and registration page. It is divided into three main sections: 'Join Motorsport UK', 'Existing Customers', and 'Create Login'. The 'Join Motorsport UK' section has a 'Register' button and text: 'Click here to register with Motorsport UK and take out your first membership.' The 'Existing Customers' section has a 'Login' button, a 'Username:' field, a 'Password:' field, and a link: 'Forgotten password? Click here.' The 'Create Login' section has a 'Create Login' button and text: 'If you already hold a licence or registration with Motorsport UK, but have never logged in, please click the "Create Login" button to set up your username and password.' Below these sections, there is a red heading 'RS Clubman Applications' and a note: 'Please note 2022 RS Clubman Licence Applications and Renewals are now available to apply online.' At the bottom, there is a section titled 'ORGANISING CLUBS NOTE:' with text: 'Your Club login can be obtained from the Club Secretary or Competition Secretary. Secretaries can reset the password by contacting Competitions & Clubs.'

The RS Clubman renewals will go live in December

Insurance Cover

Members can enjoy peace of mind when participating in Motorsport UK permitted events, safe in the knowledge that should the worst happen, they benefit from Personal Accident insurance and their event holds gold standard £100M public liability cover.

Benefits to support you

Offset the cost of your motorsport by maximising Motorsport UK's member benefits with savings across pump fuel, Halfords, food delivery and restaurant chains, travel accommodation, apparel, and an annual free eye test. Combined, these benefits, plus the further discounts available on products and services from a range of other Motorsport UK Partners, can offset, or neutralise completely, your licence costs each year.

Ensuring the long-term benefit of motorsport in the community

Motorsport UK is focused on making the sport accessible and affordable for the benefit of current and future generations. In an ever changing society, we continue to adapt and evolve to ensure our relevance. Looking ahead to 2023, there is much that the community can get behind for the long-term benefit of the sport.

When competing at Motorsport UK events, you are doing so with one of our 720 clubs who are equally committed to ensuring that you benefit from the duty of care enshrined in Motorsport UK's core values.

Race With Respect

Motorsport UK's Race With Respect programme outlines the organisation's Code of Conduct that all competitors commit to when applying for a licence. Championing high standards of behaviour such as equality, diversity, inclusion, safety and fairness in competition, the Code of Conduct ensures the sport is accessible and welcoming for everyone. Whether you are a competitor, parent, official, marshal, team manager or any member of the Motorsport UK community, it is important to call out poor standards of behaviour and respect all participants. Visit [motorsportuk.org/racewithrespect](https://www.motorsportuk.org/racewithrespect) to find out more.

Learning and Development

For continuous support and development of the community, Motorsport UK offers a range of learning opportunities, toolkits, and guides for use by its members. The Learning Hub is open to competitors, licensed officials, and registered marshals. With articles, videos, training and awareness modules, The Learning Hub provides an easy to use and time-efficient online learning experience which will help you enhance your skills and prepare you for your motorsport. Updated regularly with the latest information, login today via **members.motorsportuk.org**

News and insight

Gain exclusive insight into national motorsport, directly to your inbox, with Motorsport UK's monthly membership magazine, *Revolution*



Members at the heart

Motorsport UK is committed to placing members at the heart of everything it does. As the governing body for the sport, it is our duty to encourage, administer, promote, advance, and manage four-wheel motorsport in the UK.



Renew your licence now

See www.motorsportuk.org/competitors/competition-licences for details or contact the Membership Team on **01753 765 050**



Make managing your Motorsport Club easy

Let Clubforce's all-in-one platform take
the pain out of your club administration

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Communicate with members

Simplify event administration

Build a website with no technical skills



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we are delighted to offer Motorsport
Clubs a special introductory rate

Find out more at clubforce.com

Why manage your club online

Last month, Clubforce hosted a webinar for motorsports clubs setting out the top five reasons taking your club's management online can save you time and hassle

1. Get rid of paperwork

Taking your administration online means no more piles of paperwork to manage – your data can all be held in a centralised database. It's your responsibility to make sure your member's data is held securely so make sure you use a reputable supplier – for example, Clubforce is ISO27001 certified for data security.

2. Make handling payments easy

Using a platform that has integrated online payments means, not only can you stop handling cash and cheques, but all your reconciliations and financial reports can be produced at the touch of a button. No more trying to match up payments from multiple sources to members!

3. Communicate simply and easily

Having all your data in one place makes it easy to make sure all your communications lists are up-to-date, and no-one is missed out. Clubforce's platform even comes with an innovative new mobile app, Clubforce Connect, making it easy to communicate and organise club events in a GDPR compliant way.

4. Manage your events too

An online platform can collect all the details, paperwork, and payments from your event attendees. No more trying to collate different pieces of paperwork on event day – handle it all online in advance.

5. Promote your club

A club website can be a fantastic shop window to attract new members, event attendees, volunteers and even sponsors. Clubforce's platform provides a simple website builder so you can deliver a slick and up-to-date website with zero technical skills required.

Clubforce's all-in-one club management system is built by volunteers, for volunteers, and can reduce your workload significantly. The platform is centred around a market-leading, secure membership database which is integrated with tools for communications, fundraising, promotion, and insights.



Motorsport UK Clubs can take up a special introductory rate of 25% off the first three months with Clubforce (usual price just £21 per month). You can watch the full webinar and register for a demo of Clubforce [**HERE**](#)

Motorsport UK celebrates the Rainbow Laces campaign

Motorsport UK proudly celebrated the Rainbow Laces campaign in conjunction with Racing Pride and Stonewall

Rainbow Laces have become a symbol across sport in promoting LGBTQ+ inclusion and allyship. The campaign is led by Stonewall UK, the largest LGBTQ+ rights organisation in Europe, and Motorsport UK working, with Racing Pride, a movement launched in 2019 to positively promote LGBTQ+ inclusion within motorsport, to support the initiative.

Motorsport UK's involvement with the campaign followed the establishment of the governing body's Equality, Diversity and Inclusion Committee in 2021 and its LGBTQ+ Sub Committee, chaired by Richard Morris – an openly gay racing driver who created the Racing Pride movement.



Please note that these laces cannot be used in any motorsport competitions requiring flame-retardant clothing



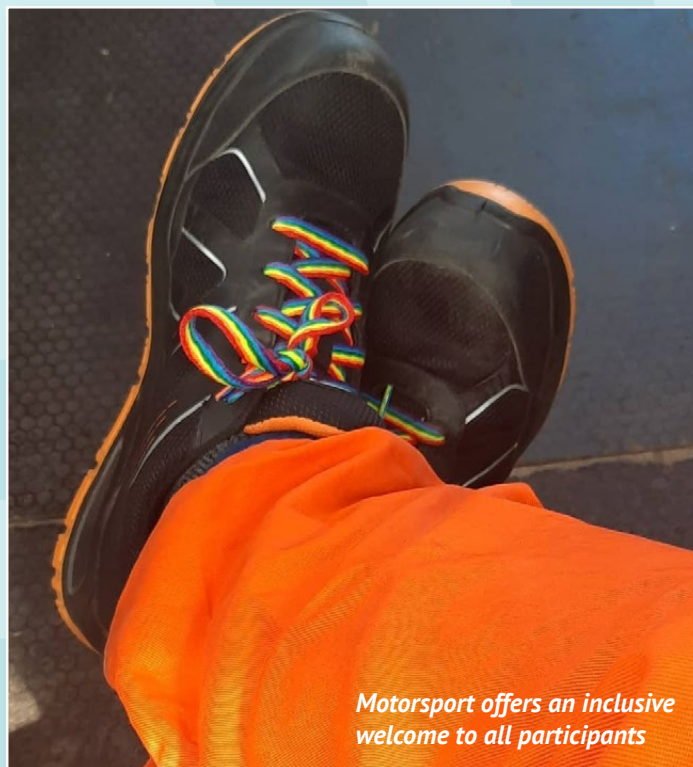
From the 24th–30th October, Motorsport UK members were encouraged to post pictures of their laces using #RainbowLaces, #MotorsportUK and #racingpride across social media to express solidarity and allyship – with the goal of boosting LGBTQ+ visibility within the sport.

Motorsport UK is currently developing a comprehensive EDI strategy, due to be published later this year, that seeks to map the path forward for the sport as it looks to become more representative of wider society.

Hugh Chambers, Motorsport UK Chief Executive Officer, said, “Motorsport should be a place where everyone can participate in a safe, fair, and fun environment. We’re proud to join the Rainbow Laces campaign, ensuring that LGBTQ+ visibility and allyship are central forces for increasing equality, diversity and inclusion in the sport and making it a place for all.”

Liz Ward, Director of Programmes at Stonewall, (she/her) said: “It’s fantastic to see Motorsport UK and Racing Pride come together in support of Rainbow Laces. Motorsport has the unique ability to bring us together in celebration of the sports that we love. From cheering on your favourite F1 drivers to getting behind the wheel for the first time, everyone deserves to feel the thrill of motorsport. Racing Pride has been driving that change since 2019. Since the start of Rainbow Laces, we have seen awareness grow and grow, and more racers ‘lace up’ and decorate their vehicles and helmets in the iconic rainbow colours.

“We now know that the majority of the UK are supportive of LGBTQ+ athletes but we cannot become complacent. There is more work to do to create a world where LGBTQ+ people are free to be themselves, both on and off the track. This Rainbow Laces season, let’s ‘Keep it Up’ and truly make racing everyone’s game.”



Motorsport offers an inclusive welcome to all participants



Celebrating #RainbowLaces with the teams from @ourmotorsportuk, @RacingPrideHQ & @stonewalluk

#LGBTQ+ visibility and inclusion matters - I’m proud to be a member of the EDI committee at #MotorsportUK exploring new ways to make everyone feel like they belong in our sport!





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Team UK celebrate first medals at 2022 FIA Motorsport Games

The 2022 FIA Motorsport Games yielded Team UK's first medals and showcased the DNA of Britain's vibrant motorsport community on the world stage

The FIA Motorsport Games is a global celebration of motorsport, where over 70 nations, each represented by their ASN, field teams across 17 disciplines, including circuit racing, karting, drifting, rallying and more. Motorsport UK was represented by 17 competitors across 10 disciplines.

The squad of 17 athletes touched down in the south of France, attending the opening ceremony at Marseille's Mucem in the port, before making their way to one of three venues – Circuit Paul Ricard, Rally Saint Baume, or Autocross Veynois – to begin the competition.

Motorsport UK ended the four-day competition with its first medals, in Esports and GT respectively, placing Team UK fifth in the final medal table. Here's a discipline-by-discipline round-up of the action:

Esports:

Baldwin makes history with first Team UK Gold

As one of the pre-event favourites, there was always a chance that James Baldwin would be in the reckoning for Saturday evening's Grand Final. But the two-time SRO Esports Champion and British GT race winner went further than that, dominating qualifying and his subsequent quarter final to throw down an early marker to the rest of the 60-strong field on Friday.

Brazil's Igor Rodrigues had been among those likely to challenge Baldwin for top spot, and their much-anticipated meeting on track came even sooner than expected, the pair drawn together on the front row for their semi-final.

Team UK celebrate Baldwin's Esports triumph





Jones' siblings on the Historic stages

25-year-old Baldwin was able to overhaul his rival from second and win, and then weathered race-long pressure from Chris Harteveld of the Netherlands in the main event to bring his McLaren 720S to the winner's circle in the Final.

That marked a first ever Gold medal at the FIA Motorsport Games for Team UK, and an elated Baldwin was presented with his prize on the podium by 11-time Formula 1 Grand Prix winner, Felipe Massa.

"Wow, what a day," exclaimed Baldwin after stepping from the rostrum. "I'm over the moon to bring back the Gold medal for Team UK at the FIA Motorsport Games."

GT: Loggie and Neary battle to the Bronze

Also on the medal-winning trail for Team UK were Ian Loggie and Sam Neary, the pair taking the Bronze medal among the GT runners.

2022 British GT Champion Loggie had been due to share the #93 RAM Racing-run Mercedes-AMG GT3 with Team UK's Captain and experienced GT racer, Chris Froggatt, but illness shortly after arriving in France ruled the latter out of racing. A replacement – British GT race winner Sam Neary – was flown in from the second practice session onwards, and the Motorsport UK Academy graduate rose to the challenge with aplomb.

Two solid qualifying races put the pairing fourth on the grid for the Final, and sixth on the road when Loggie pitted to hand over to Neary halfway through the contest. From there, the 21-year-old was in superlative form, charging up to seize third before a late-race safety car neutralised the action, and enabled Neary to bring it home and spark celebrations in the garage.

"I'm absolutely over the moon to win the bronze medal for Team UK," exclaimed Neary. "Ian had a mega stint, and we were able to bring it home from there. A huge thanks to the entire team, what a whirlwind of a few days it's been!"

Auto Slalom: King and Christmas just miss out on quarter final spot

Mark King and Laura Christmas battled valiantly to a last 16 slot in the Auto Slalom competition, and the Team UK pairing were unlucky to miss out on a quarter-final spot to the Israeli team.

The pair spent Thursday's action getting to grips with the Rally eCorsa, and the two courses set up in one of the car parks at Paul Ricard. They then progressed through the first round as the contest was whittled down to 16 nations.

There was something of an air of misfortune about being drawn to face the higher-ranking Israeli side in the last 16 in the event format, but the pair rose to the occasion brilliantly, and led until the very last of the eight runs, eventually missing out by just 3.1 seconds.

"It was a fantastic opportunity to compete against the strongest Auto Slalom drivers from around the world," reflects Christmas.

"It was a lovely atmosphere, and everyone was very supportive, both from Team UK and other nations. It was a tough competition, and the pressure was high to get through each knockout round."

Karting Endurance: Heartbreak after Titanic effort from Team UK stars

Team UK fell agonisingly short of a medal in the Kart Endurance stakes, the quartet of Jack O'Neill, Rhianna Purcocks, Owen Jenman and Mike Philippou ending up fourth despite leading for a considerable stretch.

The Titan Motorsport quartet started third after a promising qualifying performance, and led after the first round of stops, before being called in to serve a penalty for an infringement during their first driver change.

That left the team third, and they rallied to fight back and pass Spain for second, before an exhaust failure caused another setback and, in an uncompetitive replacement kart, the team could only salvage fourth at the chequered flag.

>>>>>



Richards' iconic Skyline tackles Drifting



Celebrations begin for Baldwin

“I’ve got to be honest,” says Martin O’Neill, Team Manager. “We’re all incredibly disappointed to not get a medal, I certainly believe we had the team to do that.”

Rallying: Top ten outings for Team UK in Historics and Rally2

After 15 gruelling stages split between Circuit Paul Ricard and the nearby roads of Saint Baume, Team UK scored a brace of top ten finishes in both the Historic Rally and Rally2 stakes.

Leading the Historic charge in their Chrysler Sunbeam were brothers Tim and Steve Jones, and the pair navigated their way to a commendable fifth-place finish. In the Rally2 stakes, Oliver Mellors and Ian Windress claimed tenth spot in their Proton Iriz R5.

CrossCar: Padgett impresses in Juniors

Two hours north of Paul Ricard at the picturesque Autocross Veynois, Team UK’s CrossCar pairing of Dan Rooke (Sr) and Corey Padgett (Jr) prepared to tackle the tricky mud and gravel course, plus some of Europe’s pre-eminent names in the discipline.

2016 British Rallycross Champion Rooke was dealt an early blow after an engine failure on Friday morning. Undeterred, the team set about fitting a spare, and after blisteringly quick work, supported by mechanics from other nations, Rooke was out on track for a five-lap shakedown that same evening.

However, it was not to be. A repeat issue with the spare engine during Saturday morning’s warm-up consigned Rooke to the side-lines. In his stead among the Juniors, Corey Padgett battled well against some of the continent’s rising stars in CrossCar, and despite his relative lack of experience, advanced to the final to take eighth.

“This has been a fantastic opportunity, and one that I am so grateful for,” says Padgett. “It was surreal to race against the world’s best and claim the position that I did.”

Touring Cars: Smiley shows fighting spirit

After a tricky qualifying session on an unfamiliar Paul Ricard circuit left Chris Smiley on the eighth row of the grid, the 2022 TCR UK Champion showed his mettle with two battling drives in race trim.

On Sunday morning, the Northern Irishman climbed six positions to round out the top ten in the qualifying race, which then in turn set the grid for the final. A strong start kept the one-time BTCC race winner in the mix, and Smiley would eventually scale two further positions to take the chequered flag eighth, soaking up race-long pressure from behind in the process.

“What an experience this weekend has been, representing Team UK,” said Smiley. “We came into it, at a circuit we’ve never been to, with a tyre that we’ve never used, and a new braking system on the car. To gain those positions and get inside the top ten was a really big effort for me and the team. It was one of the hardest races I’ve ever had.”

Drifting: Richards takes it to the wire

Martin Richards comfortably breezed through as far as the last 16 in the Drifting category but needed a third run in the judges’ eyes to settle his tie against Estonia’s Kevin Pesur. Richards, one of the UK’s pre-eminent names in the discipline, made a slight error, which saw Pesur advance to the next stage of the competition. 🌀



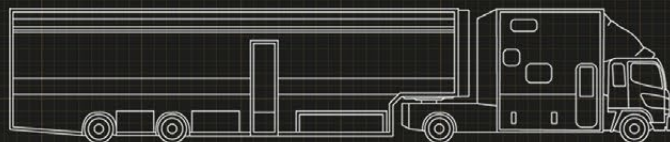
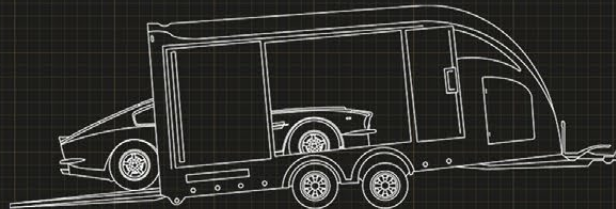
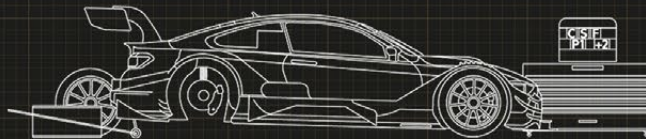
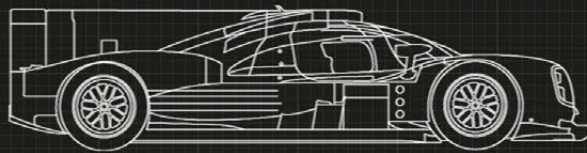
GT pairing Loggie and Neary brought home GT Bronze medal

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Championship Dates for 2023

2023 Protyre BTRDA Asphalt Rally Championship in association with Motorsport News

26th February –

The Reed Group East Riding Stages Rally

12th-13th May –

Manx National Rally (double-header)

26th-27th May –

Beatson's Building Supplies Jim Clark Rally

23rd-24th June – Dunoon presents Argyll Rally

22nd July – Down Rally

5th-6th August –

Nigel Ferguson Fabricators Tour of Epynt

22nd October – Ford Parts Cheviot Stages Rally

2023 ROKiT F4 British Championship certified by FIA

22nd-23rd April – Donington Park (National)

6th-7th May – Brands Hatch (Indy)

20th-21st May – Snetterton (300)

3rd-4th June – Thruxton

17th-18th June – Oulton Park (Island)

23rd-25th June – Silverstone (Grand Prix)

29th-30th July – Croft

12th-13th August – Knockhill

26th-27th August – Donington Park (Grand Prix)

7th-8th October – Brands Hatch (Grand Prix)

2023 Motorsport UK British Rally Championship

11th March –

Malcolm Wilson Rally, Cockermouth

26th-27th May –

Beatson's Building Supplies Jim Clark Rally, Duns

23rd-24th June – Ardeca Ypres Rally, Belgium

18th-19th August –

Modern Tyres Ulster Rally, Newry

2nd-3rd September –

Get Connected Rali Ceredigion, Aberystwyth

22nd-23rd September –

Trackrod Rally Yorkshire, Filey

27th-28th October –

Visit Conwy Cambrian Rally, Llandudno

All dates remain provisional until ratified by Motorsport UK

Community spirit in action

Rookie Racing was born at Fulbeck Kart Circuit, and offers easier access to motorsport for all to enjoy

Even at grass roots level, motorsport can have many barriers to entry – primarily due to affordability and accessibility. Rookie Racing was founded in 2015 with one mission; to help aspiring young racers get onto the track. Then teach them the skills and techniques to deliver a drive that will get them to the podiums.

The best place to try out karting for the first time is your local National Karting Association indoor track. After a several visits, it may be worth exploring the opportunities that outdoor karting offers. Often parents of would-be racers must purchase karts and equipment without knowing if their child will want to continue in the sport beyond their first few sessions. For novices, Rookie Racing offers karts to hire on the academy days, to test the water before any big purchases are made. It also offers full support to parents and guardians on things like kart purchase, set-up, and safety equipment.

Rookie Racing founder Paul Gallagher and his son first tried Karting in 2013. “We had no idea what we were doing and bought all the wrong equipment,” reveals Gallagher. “I just felt I was letting him down. I saw a lot of people joining the sport who were in the same boat and saw them give it up before they even got started. However, after wading through the minefield we [both] really enjoyed it.”

Not a racer himself, Gallagher grew up around his uncle who commentated at Rye House, and who also owned a karting shop on the outskirts of London.

“I met the directors at Fulbeck Kart Club,” he adds, “who shared our frustration and understood how complicated it was for people to get on board. We have since worked together to develop the Academy there and have now opened a second Academy at PF International.

The monthly meetings are dedicated to hands-on training, getting young drivers into the karts, trying new techniques, and educating them on the rules and regulations of kart racing. The biggest priority is driver safety, and a full safety briefing is included before each session. When the race days arrive, the Rookie Racing team is available to help out, advise and coach, re-capping on everything that was taught at training.

To find out more about Rookie Racing see www.rookieracing.co.uk or speak with Paul direct on **07957 311 127**



Young mentors work with the drivers, giving them valuable work experience

Check your harness

A couple of reminders about harness installations, both items that Scrutineers are regularly reporting as being found incorrectly installed at events.

Harness shoulder straps are commonly found to be installed the wrong way round. Remember that the FIA-homologation hologram should be on the **left-hand** shoulder strap (from the wearer's perspective). It is important that this is correct as many harness buckle clips are specifically angled for the left or right-hand side. The positioning of the hologram on the left shoulder strap is reinforced by regulation K2.1.7, as well as being part of the FIA harness homologation.

When installing harness shoulder straps on ROPS harness bars with a three-bar adjuster such as in this case, the installation should always be carried out as shown in these examples below.



Noting, in particular, that the adjuster is placed as close as possible to the harness bar, and the strap passes back through for the important third time, leaving at least 100mm of free length. Remember that a useful harness installation guide is available on the Resource Centre area of the Motorsport UK website: www.motorsportuk.org/resource-centre

Get Started in Karting

Want to learn more about karting, but not sure where to look? Come along to Kartmania – now in its 15th year and held the Silverstone Wing. New for 2022 is the “Starting Karting Sunday”, where visitors can chat and learn all about the options for getting in to karting.

The informal chat sessions will the cover topics such as ‘First Steps in Karting’ – split into groups for under 12s, under 16s and adults. Plus ‘Taking the next step’, ‘Racing with a Team’, and ‘Racing as a Family’. For further details on timings, see www.kartmania.co.uk

2022 Kartmania

www.kartmania.co.uk

Sat 3rd Dec & Sun 4th Dec

in association with
SILVERSTONE

ABC

UK

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Sub Committee members sought

There is now an opportunity to join one of the Motorsport UK Equality, Diversity, and Inclusion (EDI) Sub Committees as a member. These EDI Sub Committees feed into the EDI committee that helps to deliver on Motorsport UK's inclusion strategy and are supported by a Motorsport UK executive.

Motorsport UK has a limited number of spaces on the EDI Sub Committees listed below, and are therefore seeking applications to the following”

- **LGBT Sub Committee**
- **Disability and Accessibility Sub Committee**
- **Racial Diversity Sub Committee**
- **Women in Motorsport Sub Committee**

Please note that new spaces are limited, and priority will go to suitable candidates that come from motorsport disciplines / roles or have other skills that are not currently reflected in the existing members.

These roles are entirely voluntary and involve two or three virtual meetings a year, with occasional face-face sessions.

Applications should be received by 21st November 2022.

To apply please send a cv and covering letter, outlining your suitability and experience, indicating which Sub Committee you would like to join, to committeeinterest@motorsportuk.org



Buttkicker Britcar 24hrs of Silversotne

Motorsport UK is pleased to launch the Buttkicker Britcar 24 Hours of Silverstone in association with Britcar, marking the first community event of the governing body's Esports strategy.

Having already embarked on the journey into the sport's ever-growing digital arena with the eBRC and ROKiT British F4 Esports Championships for professional sim racing teams,

the Buttkicker Britcar 24 Hours of Silverstone serves as the first opportunity for the wider community to get involved.

The event, run through TheSimGrid.com on the iRacing platform, will take place from 26-27th November 2022, and competitors will race the 3.6-mile Silverstone Grand Prix circuit. Drivers can choose from three separate classes

– GT3, TCR and Mazda MX-5.

The number of drivers per team can range from two to six, making for a bumper 60-car entry for the event. With all the action broadcast live on RaceSpot TV's YouTube channel.

Prizes will be awarded to the winning team in each category, alongside the honour of claiming the Buttkicker Britcar 24hrs of Silversotne title.

To sign up for the event and to find out all the information please visit: www.thesimgrid.com/championships/1594

INDUSTRY NEWS

MMSW goes digital

The 2022 Motorsport Month South West featured its first Esports competition on EA's Dirt Rally 2.0. Hosted by South Hams Motor Club and organised by Brent Burton. The championship spanned four weeks, with six events, and featured 33 entrants. Ash Mullane was victorious after a close battle with second place man Gary Phillips. Ash Explains, "I won the final stage by one hundredth of a second. I'm chuffed to have won, thanks to Brent for organising."

Brent configured the championship with diverse weather conditions, changeable surface conditions and maximum degradation. Brent concludes, "Each country in the championship had long and short stages, so keeping the car in good shape was crucial."



Half-way point for the ROKiT British F4 Esports Championship

Apex Racing Academy leads the ROKiT British F4 Esports Championship, after a second win of the season for Luke McKeown in round three at Knockhill.

McKeown's triumph followed a maiden win for Peter Berryman in Race 1, flying under the affiliated Apex Racing Team banner, with the two outfits now first and third, split only by Munster Rugby Gaming at the championship summit. All four cars affiliated with Apex – two to the main squad, the other to the Academy – qualified inside the top five.

In Round two at Oulton Park, Apex had already claimed a doubleheader win, with victories for Jamie Fluke and Luke McKeown, who also made it a 1-2 finish for the team in Race 2.

The Championship kicked-off at Donington Park back in October, where Josh Lad, driving for Munster Gaming Rugby, made a quick start to the series, alongside fellow race winner Stanley Deslandes who scored Apex's early points in the opening rounds.

Teams Standings

1st	Apex Academy	160 points
2nd	Munster Rugby Gaming	153 points
3rd	Apex Racing Team	128 points

Driver Standings

1st	Josh Lad	96 points
2nd	Luke McKeown	94 points
3rd	Jamie Fluke	71 points



The ROKiT British F4 Esports Championship has visited Donington, Oulton Park and Knockhill so far...

INDUSTRY NEWS

BRSCC Winter eSports Series

The British Racing & Sports Car Club is set to make its first foray into the world of sim racing and eSports, as the Club announces the creation of the inaugural BRSCC Winter eSports Series.

The Series will be run using the popular iRacing sim racing platform on PC, with the car of choice being the ever-familiar Mazda MX-5 Mk4 Global Cup Car – a widely accessible car to many using the iRacing service and providing strong relevance to the Club's real-world formulae roster and its successful trio of Mazda MX-5 championships. See brscc.co.uk for more details.

brscc WINTER eSPORTS SERIES		
DECEMBER 1 2022	OULTON PARK INT.	
DECEMBER 15 2022	SILVERSTONE INT.	
JANUARY 12 2023	DONINGTON PARK GP	
JANUARY 26 2023	KNOCKHILL	
FEBRUARY 9 2023	BRANDS HATCH INDY	
FEBRUARY 23 2023	LAGUNA SECA	

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Don't miss Autosport International 2023

The 2023 motorsport season starts here

The return of Autosport International, which heads back to Birmingham's National Exhibition Centre (NEC) on 12-15th January 2023, is set up to wow audiences and present opportunities regardless of how long you've been around the racing scene.

The show is ideal for race licence holders, marshals, and the community of motorsport volunteers to kick off the new season together and look ahead to another action-packed year.

There is a huge level of variety on display at the show. From grassroots to Formula 1, there is plenty to see and do. For those involved in motorsport, the Business Lounge and Business Forum make their return. Meanwhile, the show offers opportunities to get a great perspective of the industry and catch up with the wider motorsport community.

Tickets are on sale now. As a Motorsport UK member, you can enjoy £5 off tickets with the code **'MOTORSPORTUK23'**.

Motorsport UK will be at the show offering licence renewal services and its team of experts will be around to answer questions about racing in 2023. So, whether you're gunning to be the next Lewis Hamilton or have the itch to get back to racing for fun, Autosport International should be the first event on your 2023 calendar.

Celebrating the gift of memories with Race Against Dementia

Autosport International's Motorsport Memories campaign – in partnership with Sir Jackie Stewart OBE's charity Race Against Dementia – will be fundraising at the show. Ten 'favourite moments' from motorsport's history have been chosen by the charity, and special prints will be displayed inside a gallery at the show and entered into a raffle to raise money for the charity. Sir Jackie will attend the show to view the prints and speak about the charity's work. Money raised will help fund research into dementia treatment and prevention.

F1 in Schools returns

For the younger audience seeking a path into motorsport, there's a fantastic opportunity to witness the F1 in Schools national finals which are taking place over the Autosport International weekend. Speak to those with experience of being involved in the competition and learn what it takes to design a winning car.

The finals will take place right at the heart of Autosport International. See the next generation of engineers, designers and entrepreneurs battle it out over a 20-metre track to take the F1 in Schools UK crown. Surrounding the track will be each team's 'pit displays', where attendees can get an up-close view of the work that the teams put into the design and manufacture of their scale-model race cars. The UK National Finals include successful teams from 10 regional finals.



LAT Photographic

You can buy tickets to the show via the Autosport International website:

www.autosportinternational.com

Sir Jackie Stewart OBE will open the Motorsport Memories gallery at the show



Sustainability News

Santander and Formula 1® announce winners of Santander X Global Challenge ‘Countdown to Zero’

The winners of the Santander X Global Challenge Countdown to Zero were announced at a ceremony ahead of the Mexico City Grand Prix. Two of the winners were from the UK, Concrete4Change and STAXY.

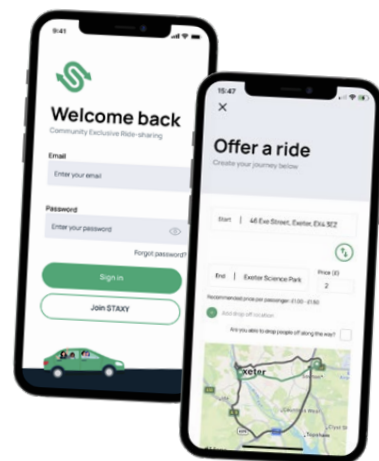
Concrete is the second most consumed material in the world (second only to water) and accounts for eight per cent of the global CO₂ emissions. Concrete4Change is developing a technology capable of sequestering significant amounts of CO₂ in concrete. The sequestration of CO₂ results in the strength enhancement of concrete; hence, reducing the amount of cement required to produce equivalent-strength concrete. This technology has the potential to mitigate two billion tonnes of CO₂ emissions, the equivalent of four per cent of global CO₂ emissions. Using this technology, Concrete4Change can reduce the production costs of

concrete and reduce CO₂ production. As a result, this concrete is 70 per cent cheaper and 100 per cent greener compared to conventional concrete.



STAXY is a carpooling platform. STAXY began as a platform for university students in the UK to both list and share car journeys that they are already making. The aim was to enable students across the UK to access more affordable and convenient transport while reducing their carbon footprint. STAXY is now expanding its service to commuters, events, and sports clubs.

Over 600 entrepreneurs from across 11 countries participated in the challenge – which is part of a multi-year collaboration between Santander and Formula One, which aims to be Net Zero Carbon by 2030, and aims to support and recognise innovative new businesses who are helping improve the sustainability of the automotive industry. The winners have all developed solution that will help achieve that goal.



Motorsport UK awarded FIA Three-Star Accreditation

Ahead of COP 27 Motorsport UK has been awarded the FIA Three-Star Environmental Accreditation – the highest level of environmental accreditation that can be awarded by the world governing body.

The FIA Environmental Accreditation programme is aimed at helping global motorsport and mobility stakeholders measure and enhance their environmental performance. It includes a clear and consistent environmental evaluation and provides

a three-level framework which looks at the management, approach, and application of environment issues.

An evaluation of Motorsport UK was undertaken in 2022 and the Three-Star Accreditation was awarded to the governing body as a result of the implementation of its Sustainability Strategy.

Released in 2021, the strategy maps out the blueprint for the breadth of UK motorsport to take the necessary steps that can help avoid and reduce emissions – today, tomorrow and in the near future.

The world governing body singled out Motorsport UK's leadership, motivation, and attention to detail as the underpinning reasons behind the accreditation.

Specifically, Motorsport UK's environmental management system was praised for its preparedness in tracking future performance – ensuring the journey to net zero is informed by data, fully transparent and shares knowledge across the sport.





Gear up with OGIO

Get the perfect travel solution for you and your team

As a brand with history and heritage in motorsport, OGIO is the perfect brand to support your travel needs in 2023. Whether it be the race team for a full race season schedule – with a team logo, through to fans of the sport travelling to watch their favourite drivers and teams, OGIO has a product available. OGIO knows that having great products that are as reliable as the cars raced each week is essential and OGIO has the right products to suit every race team on the grid.

The Rig 9800 sits at the pinnacle of travel bags, this robust 100+ litre bag can carry everything and the kitchen sink. The Terminal and Layover bags are great travel products for both hold luggage and carry-on for aeroplanes, plus the fantastic range of backpacks suit any budget and style. All bags are available with the option to add team logos, and can be purchased through FENZ, a dedicated motorsport partner working with OGIO to support racing teams through the whole process, and which can showcase the range.

For all race team enquiries, contact Lee Wolfe at [FENZracing.com](https://www.fenzracing.com) on 07787 500 004 or email leewolfe@fenzracing.com

For all racegoers looking at purchasing a new bag for 2023, OGIO has a great range of products available. The OGIO brand stands for 'Our Gear Is Organised' and its products are long lasting, hard wearing, durable, and look stylish and sleek. They are the perfect travel solution. OGIO is a partner of Motorsport UK and is the official luggage supplier to the Aston Martin Aramco Cognizant Formula One team, so whether it be for travelling, daily commutes, days out with the family, or even golf and skiing, OGIO has a range of great innovative products to suit your needs.

FENZ



Motorsport UK members – visit eu.ogio.com and use promotion code **MOTORSPORT-25OFF** to get 25 per cent off your next purchase.

Girls on Track gather at Bicester HQ

A successful community helping to promote and support women in motorsport

Girls on Track is Motorsport UK's Initiative to encourage greater representation of women in motorsport. Through inspiring, connecting and showcasing women of all ages.

On Saturday 15th October, Motorsport UK HQ hosted around 70 Girls on Track UK (GoT) Community members, for an afternoon of networking, testing their skills on the sim rigs and being inspired by a panel of guest speakers.

Motorsport Presenter Ariana Bravo was the host for the afternoon. She shared her story of how, just a few years ago she too was sitting in the audience as a GoT UK Community member, and now through the connections she's made, plus the hard work and dedication, is now a Girls on Track UK Ambassador, and was hosting the event.

"What a great day! Listening to the other girls has giving me the confidence to push the limits in motorsport. I've also enjoyed getting on the 'sims' as I love racing!"

Nell, kart racer aged nine

"An incredible way for girls like myself to network and feel inspired around pursuing a career in motorsport. The impact events like these have on the community is outstanding."

Abbi Fulbrook

"It was great to see so many passionate women in one room sharing their stories, advice and aspirations about being or becoming involved in motorsport."

Nathalie McGloin



Low Johnson

Ariana chatted to three incredible females in motorsport which included Associate Brand Manager for Codemasters, Catrin Price, Racer and Girls on Track UK Ambassador, Nathalie McGloin, and Associate Sporting Director at Team X44 and Partnership Lead at Mission 44, Stephanie Travers. The ladies shared their stories of how they got to where they are today, their invaluable advice and the recurring themes from them all 'believe in yourself', 'never give up' and 'put yourself out there'.

www.facebook.com/groups/girlsontrackuk

After a Q&A session from the community members, guests then had the rest of the afternoon to network, tackle the sims – featuring Codemasters' game 'Grid Legends' – box of Codemasters prizes was awarded to the fastest under and over 18, and Motorsport UK's Esports Manager, Paul Crawford, was very impressed with the lap times that the ladies were setting.

Speakers Catrin Price, Nathalie McGloin, and Stephanie Travers





Networking and learning with Girls on Track UK

This event was made possible by our loyal partners, Gallagher, Enovation and Hexagon and our new relationship with The Ignite Partnership. The Ignite Partnership is a joint initiative between Sir Lewis Hamilton and the Mercedes-AMG PETRONAS F1 Team to increase diversity and inclusion within motorsport to better reflect wider society.



"A truly inspiring afternoon! I had the rare opportunity to chat with one of my idols, Stephanie Travers. I always come away from them feeling more motivated than ever to continue my journey, towards a job as a motorsport engineer!"

Grace Newman

"It was very inspiring to learn how each of the panellists got where they are today, and at the end of the day, passion and hard work always pay off. Girls on Track has created a very welcoming and warm community to encourage girls to dream big. I certainly am!"

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BEHIND THE MIC

What does it take to make motorsport sound magic on a microphone?
Revolution spoke to some of the UK's leading commentators to find out

When the racing starts, the commentators get to work



Motorsport is a complex combination of drama, rivalry, strategy, and action. Whether you are watching the cars speed past trackside, or live streaming the British Karting Championship on your laptop, the voice behind the microphone makes a huge difference to your experience.

There is far more to calling a race than you might think. The words 'lights out and it's go, go, go' will always send a tingle through the spine of any fan, but for a commentator it marks the start of a frantic non-stop challenge where attention to detail and the ability to excite is crucial to keeping people engaged.

David Addison has been at it a long time. His is one of the voices you hear when watching the British Touring Car Championship (BTCC) on ITV. It is also one you will hear over the public address (PA) system at the British Grand Prix. He has covered more different forms of motorsport than you could think of, and for him it's all about building belief.

"Your audience has got to be able to trust the voice," he explains. "When you are listening to a commentary, you have to allow yourself to be carried away by that voice. If a commentator is out of their comfort zone, their voice lets you know that and you're not comfortable. You are almost cringing listening to it.

"The best sports commentator ever, in my mind, was Barry Davis. Whatever sport he was doing – football, tennis, swimming, athletics – you felt it was his specialist subject. He would say enough to give you the information and never said things that would leave him exposed. Far too many people say, 'I don't know this or that' – well, the secret is, if you don't know it, don't say it."

All commentators have their own individual style. Some holler and scream; some focus more on facts and stats; some are serious while others throw in a bit of comedy. Developing that approach is the most important thing a commentator will do, and all agree there is no perfect formula to achieve it all.

Anthony Jordan commentates alongside Henry Beaudette on AlphaLive's WERA Tools British Kart Championships, and is also on the PA at many club racing events, and he says: "I'm very much about looking at what's happening right there and now. A lot of commentators talk about statistics, things from the past. My style is about bringing people to the edge of their seats and making them really focus on what's happening.

"When I ask people if they watched the live stream, a lot of them say 'yeah, I had it on in the background.' They're not watching it, they're listening to it and doing something else, so they listen for the audible change in your voice, and they react when I get excited. If I bring my voice up and down, lowering and raising the tempo, it gets people looking. Too much, though, and people will turn you off!

"The best must be Murray Walker. He could talk about a race so simply and so effectively. You think how he would start a Grand Prix back in the day and it was 'Lights out. Go!' Then it was silence until they got to turn one. Even when he made mistakes, he wasn't criticised, he was loved for it. But you have to get everything right first before you can start making mistakes."

>>>>>



Addison adds: “The best piece of advice I ever had was from Neville Hay, a great commentator in the 1970s and 1980s. I was doing TV highlights for him, and he just told me ‘you’re not here to show us how much you know, you’re here to stop people changing channel.’ And that stuck with me.

“Now, on occasions, I start to play around with a word to gain attention, or I will go ‘can Tom Ingram get through? Yes, Yes, Yes!’ Well, you don’t have to say ‘yes, yes, yes’ but the bloke who’s just drifting back to his newspaper will suddenly look up and you’ve got him engaged for another couple of laps. Job done.”

Addison, who started commentating in the early 1990s, says his style has changed over the years, particularly for TV. He now focuses more on “adding to what people can see, not telling them what they can see” and says he often picks things up from listening to things from others. “If I go back to my early commentaries – which tragically will be up on YouTube forever and a day – they’re a lot more gabbled because there’s a bit more nervousness.

“As you grow older, you get more confident, you can stretch out a word, take more of a pause. You never stop learning. Often, I hear other people do things and think ‘oh, that’s a good phrase’ or ‘I like the way they’ve done that’ and it’s a bit like a magpie, you steal little bits and become a hybrid of all of these things.”

Chaz Draycott, who started his commentary in eSports, now occasionally works alongside Addison on the Clio Cup Europe, and has learned much from his more experienced colleague,

particularly when it comes to reading a race. “Being able to notice things is really important,” he says. “That’s one thing David is really good at. You need to be able to spot if a car is behaving out of the ordinary and know why that is.

“It’s not just visual either. Having the ability to look at a timing screen and notice patterns in numbers, pick up information and make a story, that’s what makes a good commentator. I can tell from when I’ve done it myself and then watched David afterwards, he can pick something up on the timing screen and realise the cameras aren’t looking at it. You can hear him give a cue, ‘oh, this has happened, maybe we should look at that.’ He does it really, really well.”

There are subtle differences in commentary for television and for crowds at a circuit. When cars are going through a particular part of the track, for example, the fans often cannot hear the commentary. In that case, the commentator’s focus turns to describing what people can’t see, not what they can.

“It’s apple and a pear really,” says Addison. “Circuit commentary is more like radio. It gives you a lot more freedom because you can talk about pretty much anything you want. On TV, you are constrained by the pictures. If the director is showing the leaders and I’m talking about the battle for fifth place, I will look like a right fool.

“Circuit commentary also needs a strong voice because you are always battling with the noise of the cars and with people in the crowd chatting. It doesn’t have the stresses involved in TV,



David Addison alongside Tim Harvey, in the BTCC commentary box at Rockingham

but talking to a big audience, every commentator's ego likes that. In both cases, though, if you can keep people engaged by exciting, entertaining, and informing them, you're pretty much ticking all the boxes."

As anchor for the F1 Live Pre-Race Show, and presenter of The F1 Weekend Debrief on Sky Sports F1, Rosanna Tennant is a familiar face, and voice, in motorsport. "I was already presenting for F1 when they approached me and asked me to lead their commentary on F1 TV in 2021", reveals Tennant. "At first I wasn't sure the role was for me, but I decided to go for it and embrace the opportunity to work out of my comfort zone."

"The first race I commented on was the 2021 Bahrain Grand Prix. That weekend I became the first woman to call an F1 race start which was incredibly special. I was so nervous about missing something important as the lights went out, stumbling over names and not reading the race correctly. When the cars took the chequered flag, I was so relieved. I couldn't believe I had actually done it – I'd commented on an entire F1 race."

"After that first race, I just focused on improving my commentary wherever I could. I wanted to set an example to young, aspiring journalists and commentators from all backgrounds – showing them if you persevere, you can achieve anything you want to. I worked hard to find my own commentary style – which was very tricky given how many amazing commentators there have been over the years – all with their own way of doing it. I think it's really important to find your own go-to phrases – so you don't just sound like you're copying others."

At a club meeting, Draycott says, that job on the PA is also about making sure everyone is included and given recognition. Achieving that, however, can be tough because while national events often provide multiple camera feeds, at club events the commentator must rely on their own eyes – which can be limited by the view from the booth – and any CCTV the circuit may have.

Draycott explains: "Lots of circuits now have more and more CCTV, but at the end of the day it's still CCTV and it's not always the best quality images. It is also a challenge picking out stories. When I'm on a PA, I feel more pressure to always bring something up, but I like that challenge. It pushes me to carry on talking and always come up with interesting things to say."

Do Your Research

Having the skill and contacts to gather the information for those stories Draycott mentions is vital and often a commentator will not be familiar with the drivers and teams – and even sometimes the racing categories themselves. That means the research must start well before arriving in the paddock on race weekend.

"The first place I start is the format and timetable of the race weekend," says Jordan, "You need to know what's going to happen when – and in karting we've got 150 drivers in six classes with back-to-back 12-minute heats. I'd love to see [F1 commentator David Croft] Croft commentate on that. He's got 20 globally famous drivers and a team giving him information. I suspect he's got it pretty easy!"

"Henry and I go out into the paddock and talk to the people. Everything we source is from our notebooks. If you turn up an hour before you go live on race day and think you're going to know everything, you're not, because there are so many stories in these paddocks, so many personalities. If you don't put in the effort, it will come across, all you will be doing is saying names and corners."

"The parents love it as well. There was a driver in Rotax whose family worked so hard for him to race. He was at the back of the grid, but we made sure he had a shout-out and his parents were in tears saying 'thank you so much.' It's just those little things. Giving a mention means the world and can push them on too. We've seen drivers watch back a live stream and be 10 seconds faster at the next race."

>>>>>

Out of the box – commentators can also host pre / post-race interviews



That paddock research has always been one of Addison's favourite parts of the job. Although best known for his BTCC commentary, like most others in the business the list of series he covers is long but learning names and backgrounds is less of a challenge, he says, when you are passionate about the subject.

"When you think back to your school days, if you liked the subject, you would be able to remember it better than if you didn't," he explains. "With the regular series I do, I have a lot in my mind already but for the others I have to put in the homework and because I want to know about that driver, I want to know his results, that information tends to stay in my brain."

"Preparation is key in any line of work or industry," adds Tennant, "but particularly in presenting and commentating. You need to know what you're talking about! The problem with a fast-moving world like F1 is that you can feel you will never be able to read enough, or know enough, and sometimes as you put your fader up, you worry that you might have missed something! Luckily there is always someone else in the commentary booth to talk to and ask questions to. That's the beauty of working in a team."

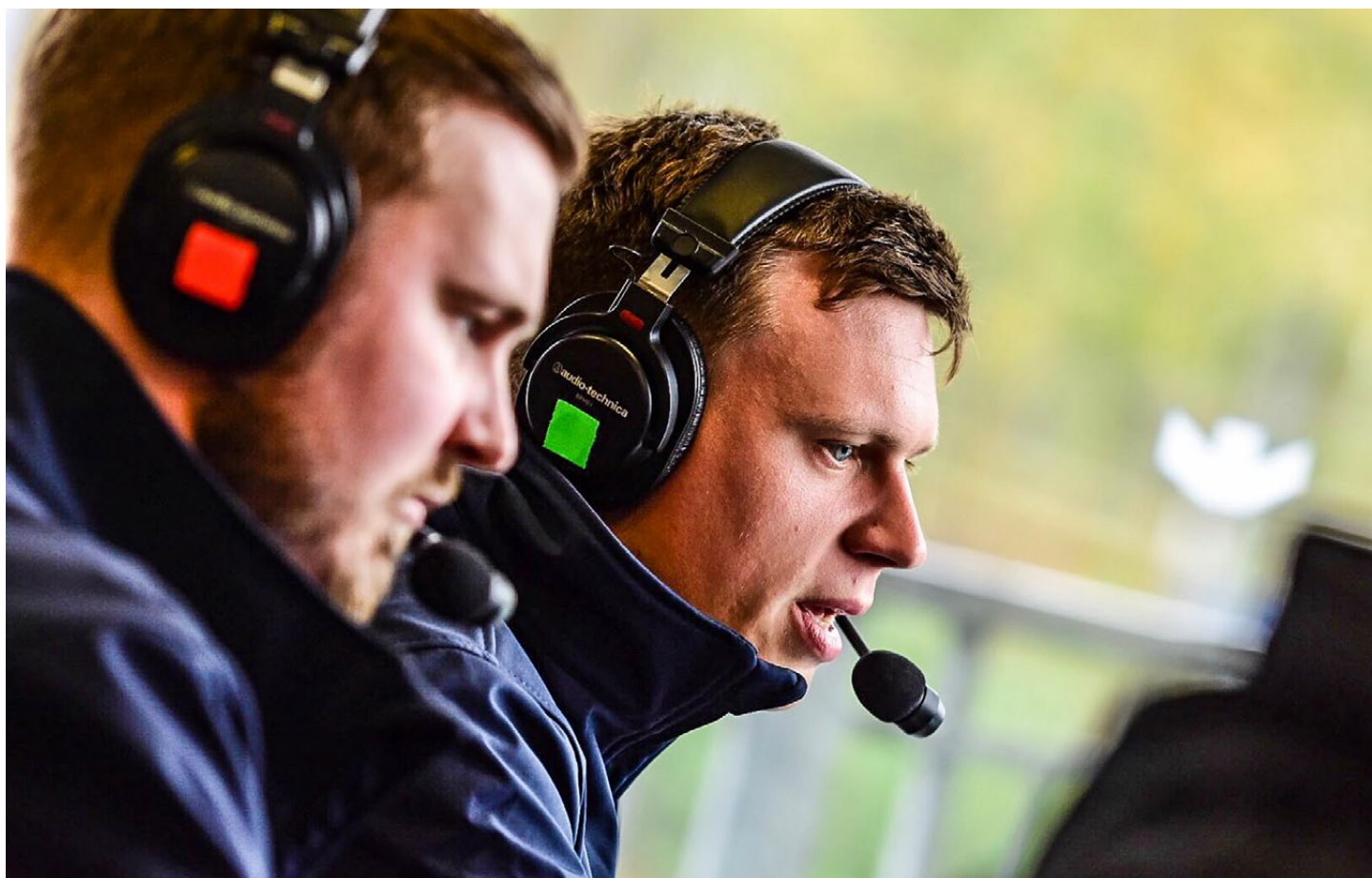
That is a lesson Draycott, who cut his commentary teeth in Sim racing, only recently learned. He admits: "Until late last

year, my preparation was dire. I would wing it a lot. Learn on the spot. I think coming from Sim racing made me think preparation is not important, because there it's almost impossible to know who everyone is, where they've come from, what they've raced in.

"My head said 'you can't prepare for it' but more and more I'm learning that I can. Spending a bit more time ahead of going away, getting standings, driver info, really helps. I also love to talk to racing drivers, regardless of the level, and that insight doesn't just help for commentary it excites me."

Finding ways to manage such a vast amount of information is vitally important when it comes to calling a race. With so many different cars on track in a club meeting, it is easy to understand how it can become confusing, but some people are astonishingly quick at spotting which car has just shot past on the inside or which has just spun off into the gravel.

Everyone has their tricks and Draycott's involves a pack of children's colouring pencils. "If a car that's goes off 100 meters up the road, you're going to see what colour it is first before you see its number," he says. "I usually print off the entry list and colour next to each car and number. A blue car with a big black stripe, for instance, gets a blue scribble and a black stripe. It's all about the key identifier."



Focusing on the job – Anthony Jordan living in the moment

Perfect Partners

Commentary is often done in pairs, and a good double act is easy to spot – there have been few better than the effervescent Murray Walker alongside the dry, droll James Hunt. Finding that connection is all about getting a good lead to act as the spotter, and a good ‘wing man’ to add in the detail and knowledge.

“Having just one voice is dull and you have to commentate in a different way,” says Addison. “If you do a three-hour GT race on your own – which I used to do – you’ve got to pace yourself, like running a marathon. Now I am alongside John Watson and we’re constantly bouncing off each other. Neither of us talks for more than half a minute and that keeps the energy and excitement up.

“It’s the same with Tim Harvey for Touring Cars. They’re both such experienced drivers, they know exactly what they’re talking about, and that makes my life easier. We’ve worked as partnerships for so long it is very easy. At the circuit, Ian Titchmarsh and I always get on well. We have the same sense of humour and interests, so it stops being work and it’s just two chaps enjoying themselves.”

Whenever a pairing needs to change – or whenever two commentators who have never worked alongside each other are thrown together – it brings an added challenge. As the BBC found after James Hunt passed away, it is not easy to find and develop a perfect partnership, but it can be done with a bit of give and take.

“You have to listen to their style and think how they are approaching it, how they pass, look for little quirks, little signals,” says Jordan. “I try to sit down for a chat before going live and discuss how do we want to do it. It’s all down to personal preference. You need to find the balance and it just comes with practice.”

Often, a pit lane reporter is also part of the team, roaming the pit and paddock to find out what is happening, ideally before it even happens! This is an extremely challenging role and much of the time, particularly at events with limited comms, they are flying blind, trying to keep up with the race and know what to ask when.

Jordan, who has spent time in this role at club races, explains: “There is a lot of running around and feeling like you’re on your own. It is about being on your toes and thinking of things people listening would want to know. You’ve always got to think on your feet when it comes to questions, especially when it’s live.

“In karting, you get a lot of drivers who are very heated after something’s gone wrong so if you go barrelling in with a camera and a microphone going ‘oh, what happened, what happened?’



Presenter and commentator, Rosanna Tennant does a pre-race walkabout

they don’t like that. I speak to them first without a microphone then ask if they would be happy saying it again in front of a camera. If you do that, you get a completely different response.

“Sometimes that doesn’t even work though! I remember once, a driver had been knocked off track and lost the title. He was upset and I went rushing over to and tried my sympathetic approach, but he was so angry and I just got sent away! In that instance, I was just: ‘ok, yep, not a problem, I’ll leave it there, give you a bit of time to cool down...!’”

Interviews will only ever be as good as the questions that are asked, but in some cases even the best question struggles to get a response. In karting, for example, and in some club racing, drivers are either young or shy and feel awkward speaking to camera. Many certainly have never had any media training, but Jordan is always keen to give a helping hand.

“You go up to some people and say ‘ah, that was a brilliant race, your parents, your team, they must be so happy’ and they go ‘yeah’ and that’s it,” he says. “You learn who those drivers are and in karting. I do go and give feedback because they’ve got to learn, it’s part of being a racing driver. You can be quick, but if you can’t talk to the media, teams aren’t going to want you.

"I try to give advice afterwards, never before, because then they get flustered and confused. The last thing you want is to make a driver look bad when you're live. At PFi, I interviewed a guy who had just won the championship. He was in tears, and he responded to it beautifully. When you get those interviews, it humbles a lot of people. They are the ones you want all the time."

A Changing World

The world of live streaming has really opened the door for commentating. The conventional ladder has changed, and even commentating on the daily action that takes place in Sim racing can go some way to paying a wage. Yes, there are still very few spots at the top of the tree, but with more motorsport on the small screens all the time, there is more and more need for those who can talk about it.

Likewise, with the growing demand for online content – and the huge benefits that producing it can offer to a club in terms of increasing its audience and bringing more people to events

– even club members with zero experience in commentary are having to take it on and give it a go. All of that can only be good for the sport.

"There are companies popping up left, right and centre now with cameras and PCs, going trackside with a couple of antennas and streaming it to YouTube," says Jordan. "AlphaLive started with a single webcam poked out of a window. Now they've got hundreds of freelance camera operators, 4K cameras and broadcast from five different tracks at the same weekend. It's a huge market."

It is certainly a different world to the one Addison started in, back in the early 1990s – a time when satellite television was only just opening the UK up beyond the four traditional television channels. Now, his commentary can be found on a multitude of channels, as well as, of course, the online streaming services. Not to mention the trackside events he covers over the PA.



Chaz Draycott in the Nürburgring commentary box – with timing screens and live feeds to call upon

“Circuit commentary needs a strong voice because you are always battling with the noise of the cars and the crowd”

This year, he will have had just two weekends off between March and December. Some of his work has been at UK-based studios, commentating on racing from afar using a bank of screens, but most require him to maintain a permanently packed suitcase to take to racetracks all around Europe and beyond. “There really is no off season any more,” he says.

Each audience demands a different approach, depending on their knowledge and interest, and few are more varied than those watching the BTCC on mainstream TV. “You have people

watching that know the nuts and bolts of Touring Cars but not much other motorsport, transient fans who like Touring Cars but never go, and others who punch the channel in, see some motor racing, spot a crash, stop and watch it and hopefully you drag them in for the afternoon,” he says.

“It’s all about finding that balance between your committed fan and a first timer. In many ways, with the BTCC, we’ve got the easiest job talking about it. The hard job is directing it because you’ve got to decide which of the myriad battles to cut. You’ve got some great characters, and you know it’s always going to be a good race.

“It’s like a proper soap opera. Over 30 races, people rise and fall, there are big rivalries, scores to be settled, fantastic racing. The fact that a good chunk of this season was on the main ITV channel is a huge thumbs-up. When it first went onto TV it was 20-minute highlights, two weeks later. Now it’s eight-and-a-half-hours live, covering the entire race meeting.”

Comparative newcomer Draycott, who has only been commentating a few years, has been able to forge his career by combining weekends of circuit or live stream commentary with midweek events calling the action in Sim racing. His evenings are booked Tuesday through to Thursday, with Mondays and Fridays saved for travelling to races. It’s a non-stop lifestyle, but one that he loves.

“Sim racing never sleeps,” he says. “There’s no worrying about getting to tracks at certain times, all people have to do is turn a PC on and they’re there. There’s always something going on and a lot of what I do I either run the series or I broadcast it and commentate on it on my own YouTube channel.

“It’s always nice to enlighten people to it because it’s crazy the depths it goes into. People do highlight reels and midweek interviews and there’s entire websites for leagues and championships. In iRacing and Grand Turismo, you get thousands of people watching.

“In terms of commentary style, I treat it exactly the same. The simulations are so realistic it’s no different to doing real world commentary. In fact, it’s easier. In the ‘real world’ the cameraman might miss an incident and you’ll never know what happened; in Sim racing you can always go back and see an incident, no matter who or when it was.”

Whatever the subject matter, you might think that all commentators love the sound of their own voice. For many, that is probably true, but for Jordan it could not be further from the truth. Asked if he likes to listen back, he quickly exclaims: “Absolutely not. I can’t stand it! People say, ‘you sound amazing’ but it’s one of those common things, a lot of people don’t like to hear their voice.”

>>>>





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One thing that anyone behind the mic will agree on is that the thrill of live commentary never dampens. Whether they are doing it day-in, day-out like Draycott, or have been travelling around the tracks for four decades like Addison, there is still a buzz when the producer calls 'coming to you live on 3-2-1...'

"At a circuit, when you first flick it on and say 'good morning everybody' I get nervous," says Draycott. "And when I'm getting on really well with a fellow commentator, I physically jump around and go a bit mad! If we've got a really good vibe, it's bouncing back and forth, we're having a good laugh and there's some good frantic racing, it really kicks me into to gear. I love it."

The same rings true for Addison. "Is it nervousness or a buzz? It's both," he says. "We just had the last Touring Car race of the year, there's a championship on the line and you hear Steve Rider say 'let's go to the commentary box and join Tim Harvey and David Addison' and I think, 'what am I going to say?!' I never have anything prepared, because if you prepare it'll go wrong. So, I just go for it."

"Equally on Grand Prix day at Silverstone, it's a mega buzz talking directly to the 100,000 people on site. When the formation lap comes to an end and you are ready to describe the start, with a whole audience of knowledgeable and excited F1 fans, you've got to be on your metal and get it right."

"I remember a few years ago, when Hamilton was about to win and he got to Stowe corner on the last lap, I came onto the PA and said something like 'come on Silverstone, let's cheer him home.' You could see the grandstands get up. To get a crowd doing that is amazing. That's what it's all about."

How to get into commentating

The boom in streaming live events has created a huge opportunity for people who fancy themselves behind the microphone. There are many ways that people can get started, including commentating on Sim racing, shadowing, or helping out at a local kart track or race circuit, or contacting a live streaming service to look for opportunities.

Professionally, commentators will typically work in a freelancing role and can pick up different gigs from circuits, championships, streaming services or even television production companies. Here is how Addison, Draycott and Jordan made it to where they are now.

Anthony Jordan

"I started at 16 as a marshal at a kart track then I got into the world of Sim racing and was asked to commentate on a race. I'd never thought about doing it before, but I just went for it. I thought I was absolutely terrible, but the guys seemed to like it and a few months later I was asked to commentate on some rental karting. That led to a full year as the lead commentator on British Mini Bikes with AlphaLive – which

was quite a shock to have to get to know all the riders and backgrounds – then I joined Henry Beaudette on the British Kart Championships. This is the end of our third year now and it's been brilliant."

"On the club racing side, I was asked to do some pit lane reporting and, again, I'd never really thought of doing it, but I just jumped straight in at the deep end. It was a bit of a 'deer in the headlights' moment. I found myself at Snetterton for the 750 Motor Club with loads of new drivers and cars. It was completely different to a field of ROTAX or IAME karts, but I took to it like a duck to water."

David Addison

"I used to go to watch events at Oulton Park, and when I realised I was never going to be a racing driver I noticed one of the things that appealed to me was listening to the voice on the PA. There was a commentary box at the corner where I used to watch with my parents and I worked out that the chap in it was a lot drier than me, a lot warmer, had a better view and hadn't paid to get in! That was initially the extent of my ambition!"

"It was long before the technology was as advanced as it is now, before timing screens came along. Most commentators had somebody with them who would do a lap chart and I was invited to do that for a while, then eventually started commentating. That was 1991, when I was 18. There was still no real ambition to do television, certainly not Formula One, because that was on the BBC and had this well-established voice and a sound to it."

"I mostly did circuit commentary then in 1992 I started doing things with Hayfisher, lots of national racing post-produced highlights. I continued covering a lot of series in the UK, and did some events in Australia then in 2008, V8 Supercars invited me over to do some PA commentary. A month later their main commentator couldn't make the race in Bahrain, so they asked me to do the TV."

>>>>>



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"That built my confidence for doing live TV. I'd also done Le Mans for the world feed, and I got a phone call when I was driving back from that inviting me to go and do a Super League race – the football related championship – the following weekend. One of the support races was SRO's GT3 and I love GT racing, so I did that as well. On the back of that I did the Spa 24 Hours and Blancpain Endurance for TV, then Touring Cars came along a couple of years later. I'd been doing the track commentary for BTCC on and off for many years, but at the end of 2011 Ben Edwards left to go do F1, Toby Moody did it for a year then went off back into motorbike racing, so I got the call and they've not got rid of me yet!"

Chaz Draycott

"I started commentating in the Sim racing world with a company called Apex Racing TV. That was all by chance, because they were looking for new commentators and I was a friend of the guy who ran it. He just said, 'do you fancy doing a commentary trial' and it went down well.

"My very first 'real life' gig was at Oulton Park. I lived just down the road, so I emailed the media manager and said, 'I just want to try it out.' He gave me the chance to shadow the guy in the main commentary box for a Junior Saloon Car Championship event in October 2018 and it has all built from there.

"During the pandemic, all the real racing, of course, had to stop, so people came to the virtual world of Sim racing. I set up a series called the 'British Boring Car Championship' as a bit of fun, with Volkswagen Jetta Diesels painted in old Super Touring liveries. It was through that I met David Addison. I managed to convince him to come and commentate on some of it and he must have liked something I did, because from there, the 'real life' gigs started rolling in.

"I am now the English commentator for the Goodyear FIA European Truck Racing Championship, I do some club racing work and I share duties with David on Clio Cup Europe. A friend of mine, Mark Fletcher, also put me in touch with the Sports 2000 Championships, who were looking for a series commentator from 2020, and I've had a great three seasons with them so far too."

Rosanna Tennant

If you are keen to commentate, I would suggest you read as much as you can about the championship – fully immerse yourself. Then start practising calling the race starts – record yourself and then listen back and see how you can improve. Then when you're happy with it, send the recording to producers and explain your ambition to them. You never know when they might need an extra voice to add to their team!" 🎧

David Addison's most memorable phrases

As one of the most experienced commentators with one of the most recognised voices in UK motorsport, David Addison has come up with plenty of, let's say, 'different' ways to describe the action on track. Here are a couple of his favourite phrases.

He's got more on his plate than a spinster at a wedding

"This was at the final race of the British Touring Car Championship this year. The title was still to be decided and I was talking about Tom Ingram attacking, defending, trying to stay out of trouble, trying to understand the points-scoring situation. It just came out, and it seemed to go down quite well on Twitter!"

He's away like a stabbed rat

"This has really become one of my trademarks. If somebody makes a really good start, they're always away like a stabbed rat. That's one people latch onto. They always wonder, is the rat here this weekend?"



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Caption

Grid Man Sam gets behind the wheel

Liz Owen meets Nick Ellis and his son Sam, who is a dedicated marshal whose motorsport family continues to grow

Head up to Hunts Kart Racing Club on any given weekend and you're likely to be greeted on the dummy grid by Sam – or Grid Man Sam, as he is known by his social media followers.

Based at the Hunts Kart Racing Club, Kimbolton, near Huntingdon in Cambridgeshire, and one of only a few registered marshals with Down Syndrome in the country, 21-year-old Sam has become a well-known figure in the karting community for his friendly fistbumps, as well as his dedication to his role of waving the flags at the front of the grid.

With younger brother Charlie out on track, dad Nick helping as mechanic, plus mum Mandy marshalling too, the Ellis family's passion for motorsport has turned into a way of life that they are all able to take part in and enjoy.

"Our karting journey started six years ago when Charlie began racing, and Sam has always been trackside as part of that," explained Nick.

"I hadn't really thought of Sam becoming a marshal before, but after it was suggested, we said 'yes, let's give it a go' and he registered with Motorsport UK.

"With Charlie competing in the British Kart Championships, we were travelling to events around the country, and I was never afraid to ask if Sam was able to help out.

"But for us, Hunts Kart Racing Club has become our family home. They have been absolutely superb. Sam's now in his second year of marshalling full-time, to the point where we're still here for events even if Charlie isn't racing in them.

"Sam is predominantly an assistant grid marshal to Andy Lucy, a marshal also on the dummy grid. We couldn't do this without Andy; him and Sam have built a brilliant relationship and work so well.

"Although we have the traffic light system on the dummy grid, Sam still backs that up with flags, which becomes very handy on the occasions when the lights don't work. He even has his own flags at home which he practices with when there's racing on TV!

"Andy has other jobs on the grid, but he knows that Sam's there at the front, so he hasn't got to rush back down when it's time to go.

"Previously, Sam was my right-hand man in the pit, and he still helps me out when we go to other tracks where he doesn't do marshalling.

"He changes the wheels, takes the kart down, puts the trolley away; once he knows what he's doing, we don't have to ask, because he loves what he does.

"It's his 21st birthday today and he'd rather be here than anywhere else."



Sam supporting his brother Charlie in the British Kart Championship

Stu Stetton



Racing together – Charlie, with Sam in the dual kart, alongside Stu Stretton

With Sam becoming such a staple feature of weekends at Kimbolton, it means Nick and Mandy are safe in the knowledge that he's able to go off by himself and do what he loves.

"Sam has certain medical conditions that require him to have 24-hour care, so usually he's pretty much by the side of me and mum for most of the day.

"But a kart track is the first place where Sam's got that independence. As a parent, I'm happy that everybody knows him and it's safe for him.

"Sam's abilities are slightly different to our own, but he's not afraid to give it a crack, and neither are we."

Grid Man Sam's social media profiles read 'promoting diversity and inclusion in motorsport', something that is important to Nick as he aims to show that it's possible for anyone to follow their passion in the same way that Sam does.

"Everyone has different abilities, and it doesn't make one of us any better than the other.

"For us, there's no "I can't" because Sam proves that you can.

"We want to promote that motorsport is open to everybody. It doesn't matter your ability, there is something there for you to do. That's the message we want to get out there."

Sam's drive

This month, Sam got the opportunity to drive a kart for the first time, courtesy of Mr Karting in Warwickshire – owned by Stu Stretton and his family – and TB Karts who have built a special dual drive kart.

"It was one of the best days we as a family and a team have had," said Nick.



Giving the dummy grid his thumbs-up of approval

"Sam driving a kart was never on our radar, but to see him steer around the track, joined by Charlie in his kart, and then Mandy as a marshal, was one of the best sights I've ever seen.

"Over the last 21 years I have learnt not to be afraid to try things with Sam; Downs Syndrome does not define Sam's limits, Sam defines them, and we have yet to find what that limit is.

"In short, with the right support and equipment Sam, has shown anything is possible."

For Nick and the Ellis family, it's proof that the motorsport community is like a big family, and the appreciation for Sam not only means a lot to them all, but also means his opportunities in the sport aren't limited.

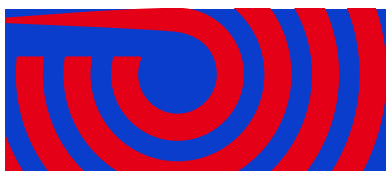
"I'm not a vain person and I never wanted to be the popular kid in school, but as a dad, seeing the love for Sam, it's absolutely brilliant," reveals Nick.

"For example, Jez Williams, one of the karters in Junior Rotax, gave Sam his trophy earlier this year. When someone comes up and says to Sam, "I want to win this weekend so I can give you a trophy," it's just wonderful.

"This journey started with Charlie in karting, but as his career progresses, I would love to see Sam progress as well, and because of Motorsport UK and the community we're in, I can see that being possible.

"I can see Sam standing on the side of Silverstone, Brands, places like that.

"There's just a lot of love for the guy everywhere we go and we're very fortunate for that." 🌀



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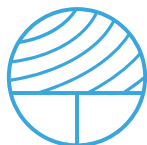
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History

The circuit was built on the site of a former Army artillery range, with bike racing fan Tom Kinnaird creating the original layout in 1974. There were grand plans initially with a hotel, boating lake, caravan park and numerous other facilities, but only the bare outline of the circuit was built, with no off-track facilities. The venue struggled for the first 10 years until ownership changed to Derek Butcher, who together with his team, invested and reinvested in the facilities, bringing them up to a standard that allowed the British Touring Cars

to start coming north from 1992 onwards. Since then, the facilities are upgraded on a rolling basis. In 2012, the anti clockwise track was opened, giving Scotland a second track, albeit, at the same venue. This is now used regularly by the local Knockhill Motor Sport Club (KMSC) with their unique 'Twin Track' race weekends using both directions. Now under the stewardship of Jillian Shedden, a long time car racer, the venue continues to improve with a recent resurfacing and installation of FIA spec safety light panels.

McIntyres

Fascinating fact

Knockhill is the only FIA Grade 3 licensed track in the world that can run in both clockwise and anti-clockwise directions.



The British Sprint Championship in action at Knockhill

Track

The Scottish Motor Racing Club (SMRC) hosts several events for local competitors in Classics, Formula Fords, Citroen C1 Cup, Fiesta STs, and Minis and KMSC hosts ModSports, Scottish Legends and the unique Super Lap Scotland time trial Super Sprint. This is often supplemented by British championship events.

Events

Although the track is open year round, the sporting season runs from April to October with a range of national club events run by SMRC and KMSC. UK events are often hosted by BRSCC, BARC and others, with British Touring Cars one of the main features.

How to get on track

It is easy to get into the action as Knockhill hosts its own track days and actively encourages drivers to progress into competition driving. It has an extensive range of Driving Experiences that offer the fun of driving a Formula racing car through to half day advanced coaching sessions, as well as being Scotland's venue for the ARDS Novice License Test.

Best corner

You could argue each corner has its own claim to that title, but Duffus Dip, the Blackcicles Chicane and Clarks are all equally spectacular.

Best viewpoint

Everyone has their own favourite, and the best advice is to move around the venue to capture the nature of each corner. All the different corners have their own special characteristics.

Best spot for photography

Knockhill is unique as it offers the chance to walk and photograph from the spectator banking around the entire circuit. With its topography and extreme elevation changes, there are superb photo opportunities at Duffus Dip, the Black Circles Chicane and Clarks Corner as cars often go through on two wheels. The feature of running anti-clockwise also allows for photographers to seek out different angles.

Best place to eat

There are two eating facilities on site. Kinnairds Bistro – named after the founder of Knockhill – offers an extensive range of bar meals and is often open in the evenings. The licenced Paddock Cafe and Bar provides a range of fast food. Both serve an excellent range of coffees.

Family fun

On site, Knockhill has a purpose-built 440m outdoor floodlit kart track that will cater for drivers of eight years and upwards, with a choice of Cadet karts and Sodi adult karts. It is advisable to check availability before travelling. Groups and individuals can be catered for.

Where to stay

There is plenty of accommodation to suit all budgets, with five-star resort hotels at Gleneagles and St Andrews, ample three- and four-star properties in and around Dunfermline, plus budget Travelodges, guesthouses and B&Bs throughout. The range is excellent and vast.

Best pub

Dunfermline has numerous pubs of all types, as well as nightclubs, and the range in Edinburgh, just one hour away, is as good as any city in the world.

Great things to do nearby

The world-famous cities of Edinburgh and Glasgow are close at hand and the Kingdom of Fife has a host of amazing attractions such as the Home of Golf at St Andrews, the delightful coastal route of the East Neuk and the ancient towns of Dunfermline and Falkland.

How to get there

Knockhill is four miles from Junction 4 of the M90 Motorway, just 25 minutes north of the Forth Bridges and 40 minutes from Edinburgh. It is not served by public transport links, so travel needs to be done by car, bike, or taxi.



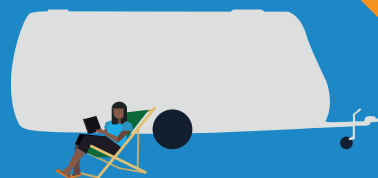
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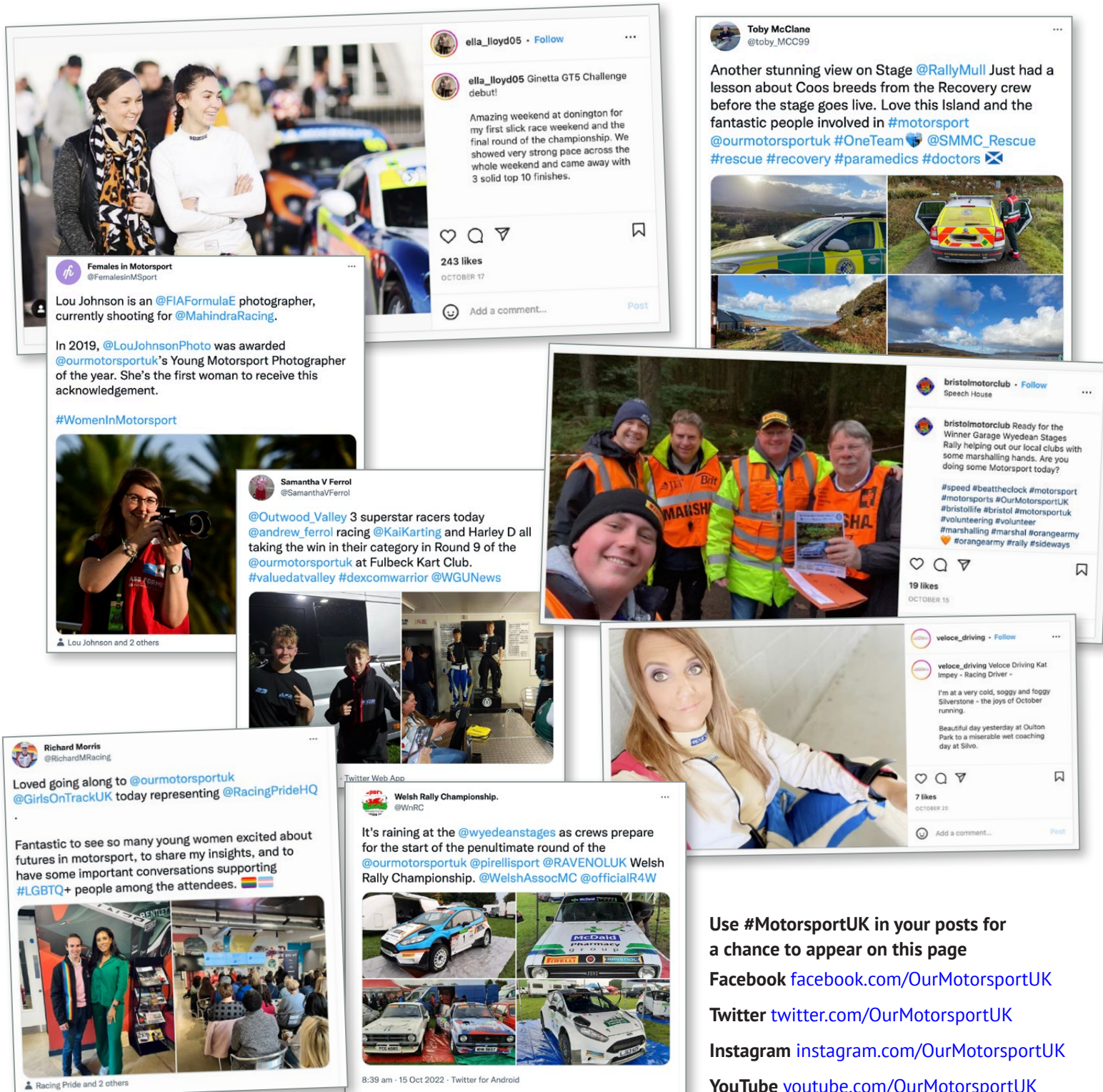
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Check out the highlights of the Cambrian Rally – the final round of the 2022 British Rally Championship

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

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

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

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet a driver who follows the F1 circuit in the Porsche Supercup, a GB4 winner, a rally co-driver, and a world karting finalist.

Jessica Edgar

Born:

Whitehaven, 15th March, 2005

Academy Programme: DiSE**Competes:**

GB4 Championship

Recent Results:

GB4 Round 8, Donington:
13th (Race 1), 7th (Race 3), 8th (Race 2),

GB4 Round 7, Brands Hatch:
5th (Race 1), 5th (Race 2), 7th (Race 3)

What is your earliest memory of motorsport?

I remember racing in Bambino karts when I was 4-5 years old. I can also vaguely remember going to watch my dad race when I was very little.

What is the best lesson you have learned from the academy so far?

Being on the Academy and studying at Loughborough College has taught me some independence. I have learned not to rely on my family to do things for me all the time. To pursue a career in racing, you have to do things for yourself, and you can't rely on someone else to get you to where you aim to be.

Where are you competing, and what has been the biggest challenge for you?

For my first year in car racing, it has been positive. Every time I get out in the car I improve, and my technique gets better and better. I think the biggest challenge has been adapting to the car from a kart, as they are very different.

What has been your biggest break?

The biggest opportunity was being able to take part in the Girls on Track Rising Stars for a chance to win a Ferrari Academy drive.

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

That has to be getting into the final eight of Girls on Track Rising Stars, particularly as I was against quite a competitive field. My second place finish at Oulton Park in my first season of cars this year was also quite a highlight.

What about your lowest low?

Some of the issues we had in races this year. As it was my first season in car racing, I was hoping for some really positive results but in a couple of races, they turned into very disappointing weekends. I think they were important experiences, though, because without things like this happening you never learn to pick your self up and carry on.

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

My aim is to get into W Series. I hope to be racing there within the next two or three years.

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

I would ask Max Verstappen because he got up to F1 through talent and has taken the steps from karting all the way to the top of the sport.





Dafydd Evans

Born:

Lampeter, Wales, 6th July 1997

Academy Programme:

Co-driver programme

Competes:

Protyre UK Asphalt
Championship

Recent Results:

Chris Kelly Memorial Rally, Isle of Man:
10th overall, 1st in class

STPR, Pennsylvania, USA: 4th overall, 3rd in class

Escort Rally Special, Chimay, Belgium: 10th overall, 3rd in class

Ventra Silurum Targa, Caerwent, Wales: 2nd overall, 1st in class

Dave Read Stages, Anglesey, Wales: 1st overall

What is your earliest memory of motorsport?

My father rallied a Volkswagen Golf MKII, and I used to always want to go for a spin with him from as early as nine or 10-years-old. I would often go marshalling with him, reading an OS map to the locations, and I couldn't wait to turn 12-years-old to compete on road rallies!

What is the best lesson you have learned from the academy so far?

The preparation side of things has helped massively. Little things like prep for recce, improving my pace notes writing and making a service schedule for the crew. Looking back at videos of myself calling out the pace notes, I feel it has improved so much.

Where are you competing, and what has been the biggest challenge for you?

This year has been positive regarding learning and also getting good results. I got my first win. I ended up on the podium of the historics category in Belgium and competed in America. The biggest challenge for sure has been the travelling and prep. I've had periods where I've had five or six events in a row, so juggling work and rallying has been difficult. But that's the joy of being a co-driver!

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

Getting the first overall win of my career was a proud moment, but also relief! Finishing second numerous times over the last year or so meant it was a long time coming. What made it even better was to get the win alongside a good mate of mine, Gareth Edwards.

What about your lowest low?

Losing out on a win a few years ago on the Eagle Road Rally. We led fairly comfortably at halfway, but we slid wide and got stuck for around 30 seconds. We finished second, just ONE second behind the winner!

What has been your biggest break?

Getting asked to co-drive in America this year. To be competing with the likes of Ken Block and Travis Pastrana after only a few years of rallying on stages, it was something I will never forget. I was proud to represent Wales and I thank everyone back here in the UK who made it happen and believed in me.

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

The WRC is the aim for anyone who is interested in going far in rallying. I'd love to compete at the very top of British Rallying. It would be an honour to have my name alongside some of the best this country has produced.

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

I've got the best guidance possible between Nicky Grist and Paul Spooner. Both have competed all around the world. They've both been extremely helpful in my progress, and they will happily talk to me before an event if I am uncertain about anything. If I can achieve anything close to what these guys have, I'd be extremely proud of myself!



Ben Green

Born:
Essex, 2nd February 1998

Academy Programme:
Team UK

Competes: ADAC GT Masters

Recent Results:

GT Masters, Sachsenring, P7, P13

GT Masters, Lausitzring, P10, P11

GT Masters, Nurburgring, P11

Season highlights:

GT Masters, Red Bull Ring: P1, P1

Nurburgring 24 hour SP10 (GT4) class: P1 on 24hr debut

What is your earliest memory of motorsport?

I remember watching Formula 1 on TV at my grandparents' house. My granddad is an F1 fanatic and that was how I was first introduced to it, but I didn't start karting until many years later.

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

Winning the DTM Trophy championship last season in a nail biting finale. It required strong focus and I really maximised myself on that day after a year that had been a real struggle.

What about your lowest low?

I had a pretty bad crash in 2017. It was the beginning of the season in Ginetta Supercup, and I got caught up in someone else's incident. I was a passenger, but it made things very difficult. I turned that negative into a positive, though, by getting my first ever race win at the next race weekend!

Where are you competing, and what has been the biggest challenge for you?

We came out of the blocks much faster than expected in the opening rounds but then struggled to continue that momentum in the second half of the season. There have been fantastic moments but also some moments where we really struggled as a team. I would say my biggest challenge this year has been integrating myself into a new team, new championship, and new car – but I can report, that has gone well!

What has been your biggest break?

Getting an opportunity to race in ADAC GT Masters this season. The chance to race against professional drivers and prove myself will no doubt help me to turn into a pro myself.

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

I want to win at world level, so winning WEC in sports cars is the goal. However, there are also many other specific goals I have, like winning the Daytona 24-Hours, the Spa 24-Hours and Nurburgring 24-Hours. They are the three biggest GT3 races in the world and to win them all would be an incredible achievement.

What is the best lesson you have learned from the academy so far?

It has been great to learn from the highest quality trainers in various sectors of motorsport. It's so important to be well rounded and learning how to do that at a high level is something the academy program has allowed me to do.

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

It would be great to ask someone like Lewis Hamilton or Fernando Alonso how they have remained disciplined and focused at the highest level for such a long time. I believe there are many great drivers out there, but to remain at the pinnacle and still be very fast is not easy.



Philip Platzer / Red Bull Content Pool

Casper Stevenson

Born:

London, 22nd April 2003

Academy Programme:

Team UK Futures

Competes:

GT World Challenge
Europe GT3

Recent Results:

Nurburgring NLS series, Round 7: 4th

GTWC Endurance Championship Round 5, Barcelona:
10th in class (puncture)

GTWC Sprint Cup Round 5, Valencia:
3rd in class (R1), 3rd in class (R2)

GTWC Endurance Championship Round 4, Hockenheim:
6th in class

What is your earliest memory of motorsport?

Probably when I went karting for the first time at my older brother's birthday party. It was at an indoor karting place in Streatham in London.

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

I am going to have to pick two: winning my first race in EuroFormula3 in Hungary and finishing in the top three of the British F4 championship in 2020.

What about your lowest low?

That would be the last round of British F4 in 2020 at Brands Hatch. We came into it still in championship contention, but we had a disastrous weekend where nothing went right. It was a really sour end to a strong year.

What has been your biggest break?

Winning the British F4 scholarship at the end of 2019 because it gave me a big confidence boost and it really helped us in the 2020 season.

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

My big aim is to become a manufacturer pro driver in GT3, and I want to try and do it in the next two years.

What is the best lesson you have learned from the academy so far?

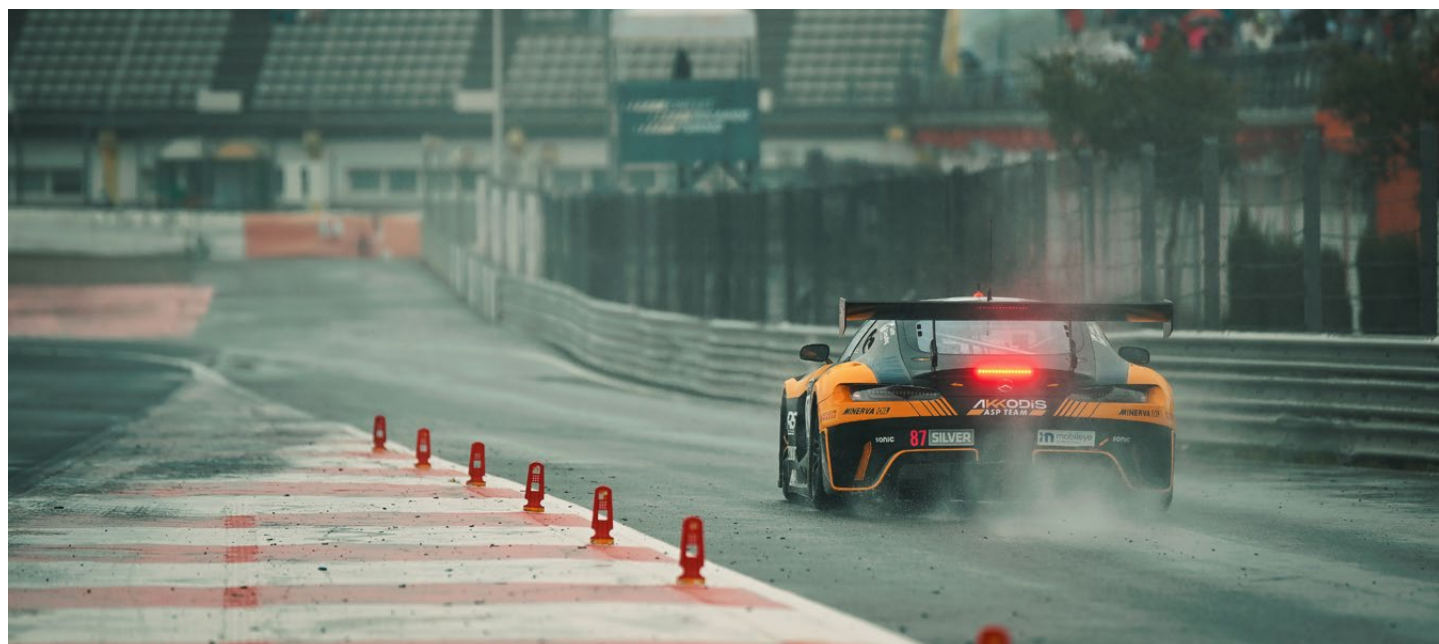
No matter how much you already know in racing, there is always more to learn in different areas. Some lessons that I initially thought might not be relevant to me, I often ended up getting the most from.

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

Someone like Helmet Marko, because I know he would give me cold and honest advice without any sugar coating! I respect the brutally honest nature of these people. They tell it how it is.

Where are you competing, and what has been the biggest challenge for you?

This season has gone quite well. It has been my first year in GT racing after competing in Formula racing for the previous last two years, so that has been different. The biggest challenge has been getting used to all the different procedures in GT racing – things like rolling starts, driver swaps, full course yellows, tyre warmers and so on. Although in many ways it is similar to Formula racing, there are many differences that you have to get on top of quickly. Despite that, I have still had a good year, finishing as Vice Champion in the Silver class in the GTWC Sprint cup and learning lots that I will take into 2023.



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 4th October 2022

Mark Heywood KC (Chairman), Mike Harris, John Hopwood

J2022/22 Marlo Cordell and Jamsport Racing – AIRTEC Motorsport Fiesta Championship Judgment

1. The National Court has considered an eligibility appeal brought by Mario Cordell and Jamsport Racing against the finding of the Clerk of the Course that their vehicle, car number 27, failed to comply with the mandated minimum ride height and his decision to disqualify Mr Cordell from the results of the BRSCC AIRTEC Motorsport Festa Championship at Oulton Park circuit on 25th June 2022.

The Facts

2. The facts are that the race in question finished at 16.25 hours and all competing cars were directed to Parc Fermé for post-race eligibility scrutineering.
3. It is not disputed that when the ride height of the Mr Cordell's car was checked, he was informed verbally that the car had failed the test, in that the designated sub-frame bolt failed to clear the calibrated ground clearance gauge.
4. The ride height test was conducted by Mr Billett, the championship's Eligibility Scrutineer, observed by Mr Corbally, the Chief Scrutineer. Mr Billett contends that Mr Cordell was informed verbally that the failure would be reported by email to the Clerk of the Course, who would then contact Mr Cordell directly. Mr Cordell disputes this. On Mr Cordell's account, after the non-compliance was raised, nothing more was said, and he and his team were permitted to remove their car from Parc Fermé.
5. The non-compliance form was completed and timed 16.52 hours and emailed to the Clerk of the Course, Mr Briggs, at 17.01 hours. Mr Cordell observes that he never saw the Non-Compliance Report before it was submitted and it is correct that the report, which describes the non-compliance as "vehicle below minimum ride height at subframe bolt ST240 (contrary to) regulation 5.6.1.5 BRSCC FC 2022", contains no information, signature etc, from the competitor.
6. Nevertheless, Mr Cordell was duly summoned before the Clerk of the Course, Mr Briggs, who found that Mr Cordell was in breach of Championship Regulation 5.6.1.5 and disqualified him from the results of the race pursuant to General Regulation G5.3. That decision was issued at

18.03 hours. It records that the competitor was advised at the time stated that the form would be emailed to them and that the appeal process would follow according to general regulations.

7. It was only after the decision of the Clerk of the Course, that Mr Cordell suggests he raised with the scrutineer that during the race, there had been contact between his car and that of another competitor and that, had the car been kept longer in Parc Fermé, he would have had opportunity to explain why the ride height was lower than it had been in a previous race. The Appellants do not suggest that they raised this to the scrutineers in Parc Fermé or before the Clerk of the Course.
8. The existence of a video is referred to in this appeal, but no further evidence of such contact, the existence of damage or the effect it in fact had upon the ride height has been submitted to us. We observe, although we have not received submissions on the point, that the championship regulation in respect of ground clearance (CR 5.6.1.5) appears to make no allowance for damage etc.

Conclusions

9. The Court is satisfied that at all material times, the Appellants were aware that their vehicle was considered to have infringed the ride height regulation and was accordingly the subject of a report to the Clerk of the Course. Such a report was inevitable in the absence of compelling justification to the contrary and here, there was none.
10. We are further satisfied that no mention was made of any damage occasioned during the race, or its effect upon the ride height was raised until after the Clerk of the Course had recorded his decision.
11. No evidence has been presented to suggest that external damage materially affected the ride height of the vehicle.
12. Accordingly, the Court upholds the finding of non-compliance with CR 5.6.1.5 and dismisses this appeal.

Mark Heywood KC, Chairman
4th October 2022

Sitting 4th October 2022

Mark Heywood KC (Chairman), Mike Harris, John Hopwood

J2022/27 Scott Fitzgerald – Scottish C1 Championship Judgment

1. The National Court has considered an eligibility appeal brought by Scott McKenzie, in respect of his disqualification from the results of the Scottish C1 Cup race at Knockhill circuit on 21st August 2022. This disqualification was imposed in consequence of findings that the competitor's vehicle was fitted with a suspension part that did not comply with the championship regulations.
2. The part in issue is the front nearside suspension strut. As a photograph of the part submitted in this appeal shows, the part bears the description "Munroe Original G7020."
3. Championship Regulation 5.8.1.1 provides, *"only the following damper part numbers from the specified suppliers may be used."* There follows a table in which two specified suppliers, Citroen and KYB and their respective specified part numbers are set out.
4. In his written submission, Mr McKenzie argues that CR5.8.1.1 states that *"only dampers from the specified supplier should be used. It does not go on to list any specified supplier."* The Court is unable to agree. The regulation clearly identifies both named supplier and part number.
5. Mr McKenzie explains that he chose to order the parts in question from a supplier named in another regulation, knowing them to be a large, well-known supplier of vehicle parts, thinking them to be the best place to purchase the parts required. He states that he did not expect parts from different suppliers, sharing a part number, to be materially different. He submits that no performance advantage has been gained.
6. It is the responsibility of the competitor to ensure their vehicle complies with the applicable regulations. In this case the regulation is wholly unambiguous and Mr McKenzie, on his own admission, did not comply.
7. The appeal is accordingly dismissed.

Mark Heywood KC, Chairman
4th October 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)



Autumn Tarmac Autotest

19th November, Ashford Livestock Market, Ashford, Kent

For the first time since 2012, Maidstone and Mid Kent Motor Club Ltd will be organising a Tarmac Autotest at Ashford Livestock Market, with a smooth concrete surface. The Club is pleased to have Dave Cook back as the main Clerk of the Course, with Lloyd Covey as Deputy. A non-Championship event, the tests will be less complicated and easier to remember – ideal for a 'Club' event – with three test sites with the same layouts all day. The tests will be more open and suitable for all cars, with flowing manoeuvres and including some reversing. To enter and find out more, see <http://mmkmcc.co.uk>

Race of Remembrance

11th-13th November, Anglesey / Trac Mon

The Race of Remembrance pays tribute to those lost in conflict and has grown in scale every year. Run by Mission Motorsport, the flagship event of the weekend is the Race of Remembrance at Anglesey, a unique 12-hour endurance race that is suspended for a special pitlane service on Remembrance Sunday. This year the organisers are expecting more than 50 teams and 150 drivers in various classes, all limited to no more than 250bhp per tonne. In addition to these, there is a two-hour karting event at Thruxton, and a six-hour iRace around a virtual Silverstone, both of which also stop to join a Remembrance Service.

www.raceofremembrance.com



James Wadham



Islwyn Jones

Glyn Memorial Rally, Anglesey

19th-20th November, Trac Mon / Anglesey

Caernarvonshire and Anglesey MC's main championship event of the year, this involves two days of competitive motorsport at Trac Môn. It will count as a 'Double Header' round for the JD Tyres Welsh National Tarmacadam Championship, and it is also a round of the ANWCC Stage Rally Championship, the Junior 1000 Rally Championship, the Junior 1000 Ecosse Rally Challenge and the HRCR Mini Sport Cup.

www.camconline.co.uk/events/2022-11-19/glyn-stages



Knutsford Targa Rally

27th November, Three Sisters circuit, Wigan

The Knutsford and District Motor Club Targa Rally is running again this autumn. This popular event had a full entry within 24 hours, so be quick to sign-up. This single venue event welcomes spectators and is a great opportunity for potential 'StreetCar' competitors to familiarise themselves and ask questions of the Club and competitors. For further details see www.knutsfordmotorclub.co.uk



Jon Greenwood / Janice B

The Johnson Sporting Trial

20th November, Eaton, near Grantham NG32 1SW

This is the penultimate round of both the Motorsport UK and BTRDA sporting trials Championships for 2022, with five classes being competed for. Entries close on 16th November. Trial is being run by the sporting trials committee of the BTRDA, and is a short distance west of the village of Eaton on the unclassified road leading to Stathern and Eastwell.

www.sportingtrials.co.uk



Stephen Barnes

Grizedale Stages

2nd-3rd December, Grizedale Forest, Lake District, Cumbria

The Coppermines Grizedale Stages Rally 2022 will run entirely within the Grizedale Forest complex, on both Friday and Saturday. The compact format features a five-mile night stage on Friday evening, and three stages, ranging from 8 to 19 miles, on Saturday. This makes 42 stage miles, but just 37 road miles.

www.grizedalestages.co.uk



Chris Horner, McCrash

RESULTS

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

British Historic Rally Championship



Henri Grehan and Dan Petrie became the Fuchs Lubricants British Historic Rally Champions after taking victory at the final round of the season, the Carlisle Stages Rally. Grehan headed into the weekend locked in a fierce battle with three-time British Rally Champion Matt Edwards for the coveted crown, but after Edwards and co-driver Hamish Campbell failed to emerge from the fourth stage of the day in their FIAT 131 Abarth, Grehan cruised through the remaining two tests to take the BHRC victory on the event, and to become champion.

Final Championship Standings

Drivers

1st	Henri Grehan	146 points
2nd	Matt Edwards	105 points
3rd	Robert Gough	104 points

Co-Drivers

1st	Daniel Petrie	151 points
2nd	Hamish Campbell	105 points
3rd	Jamie Gratton-Smith	78 points

Motorsport UK British Rally Cross Championship – 5 Nations Trophy



18-year-old Patrick O'Donovan dominated the penultimate round of the British Rallycross Championship 5 Nations Trophy at Lydden Hill to become the youngest-ever title-winner. O'Donovan claimed maximum points – winning the first semi-final in emphatic style – then, in a rain-hit final, O'Donovan made the best start and ran free to claim the win by an incredible 38 seconds.

Final Championship Standings

1st	Patrick O'Donovan	209 points
2nd	Julian Godfrey	159 points
3rd	Tristan Ovenden	153 points

Intelligent Money British GT Championship



In what may become regarded as the championship's best-ever title showdown, Ian Loggie clinched the GT3 crown despite a visit to the gravel trap on the opening lap. He raced back to claim second behind race-winning pair Darren Leung and Alexander Sims, whose victory was the first for the BMW M4. Richard Williams and Sennan Fielding secured the GT4 title with second place behind Tom Edgar and Jordan Collard, whose win was the in GT4 for the GR Supra.

GT3 Drivers' Final Championship Standings

1st	Ian Loggie	162 points
2nd=	Adam Balon	128.5 points
2nd=	Sandy Mitchell	128.5 points

GT4 Drivers' Final Championship Standings

1st=	Richard Williams	168.5 points
1st=	Sennan Fielding	168.5 points
2nd	Matt Topham	163 points

Motorsport UK English Rally Championship, in association with SEACON UK

Ben Lawrence



The big championship points scorers on the Wydean Stages Rally were Robert Wilson, Michael McDaid, and Nigel Jenkins, who each won their respective classes, while Matthew Hirst was the overall event winner. Nick Dobson, who has been leading the Championship for much of the year, went off on the first stage.

With just one event, the Grizedale Stages, remaining there are still four drivers – Dobson, Hill, Petch and Wilson – who have a good chance of becoming the Motorsport UK English Rally Champion, plus at least four others who still have a mathematical chance to win the title.

Latest Championship Standings

1st=	Nick Dobson	94 points
1st=	Richard Hill	94 points
2nd=	Stephen Petch	89 points
2nd=	Robert Wilson	89 points

The GB3 Championship

Mark Chivers



Luke Browning was crowned as the 2022 GB3 Champion at Donington Park. The British driver clinched the title in race two, after he stormed to second place in a dramatic first race of the day, before marching from 16th to seventh in the reverse grid final contest. Browning ultimately finished 46.5 points clear of nearest rival Joel Granfors at the top of the standings, having won five races and taken eight further podiums throughout the season.

Final Championship Standings

1st	Luke Browning	507 points
2nd	Joel Granfors	460.5 points
3rd	Tom Lebbon	363.5 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Rob Wilson scooped a stack of major Motorsport UK Pirelli Ravenol Welsh Rally Championship titles on the Visit Conwy Cambrian Rally, as the youngster collected the OnThePaceNote.co.uk supported Welsh Junior title, the Ravenol Welsh Challenge title, the class W13 crown and finished runner-up in the overall drivers' standings – having started the final round in fifth.

Final Championship Standings

1st	Matthew Hirst	150 points
2nd	Bob Morgan	112 points
3rd	John Caine	107 points

KNC Groundworks Scottish Rally Championship



Jock Armstrong and Cammy Fair took their 1st SRC win of the season as a team by nine seconds at the end of the Carlisle Stages Rally, the final round of the 2022 KNC Groundworks Scottish Rally Championship. It hadn't been the best of mornings for the Impreza crew, but top work by the mechanics in service to fix the damage and they would absolutely fly over the three afternoon stages to take maximum points, giving Cammy his first Scottish Co-drivers title by the closest possible margin. Finishing the season on the same number of points as Claire Mole - Cammy got the nod on a tie-break by dint of counting one more maximum score in his final total.

Final Championship Standings

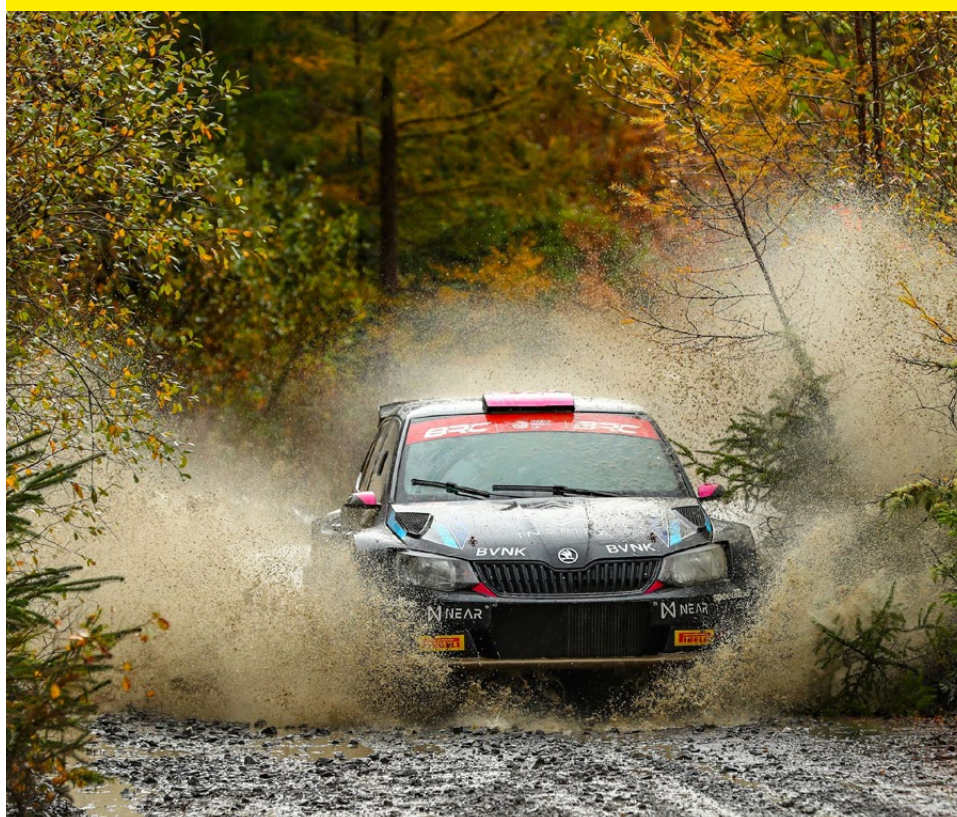
Drivers

1st	David Bogie	175 points
2nd	Michael Binnie	168 points
3rd	Angus Lawrie	147 points

Co-drivers

1st	Cameron Fair	169 points
2nd	Claire Mole	169 points
3rd	Chris Lees	155 points

Motorsport UK British Rally Championship



Ruairi Bell took the Motorsport UK British Rally Championship victory at the Visit Conwy Cambrian Rally. A stellar performance across the treacherously muddy North Wales stages, saw Bell and co-driver Max Freeman finally claim a win to end their BRC campaign on a high. After taking the BRC lead across the opening gravel test of the rally on Saturday morning, Bell battled with World Rally Championship ace Oliver Solberg for the overall rally win, ultimately opting for a prudent drive over the closing stages to take an instrumental BRC victory.

Final Championship Standings

Drivers

1st	Osian Pryce	123 points
2nd	Keith Cronin	104 points
3rd	James Williams	81 points

Co-Drivers

1st	Noel O'Sullivan	118 points
2nd	Mikie Galvin	104 points
3rd	Max Freeman	78 points



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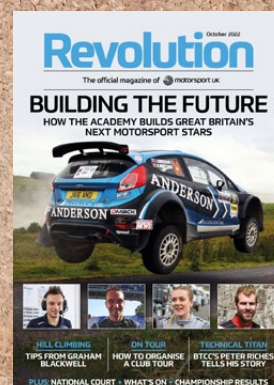
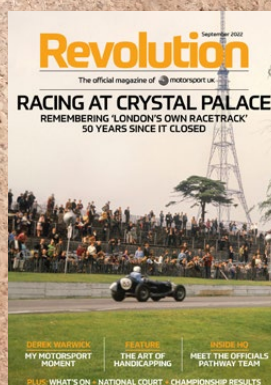


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The Parting Shot

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