


Revolution

December 2022

The official magazine of  motorsport uk

DIGITAL TOOLS FOR ALL

HOW TECHNOLOGY CAN HELP YOU AND YOUR CLUB



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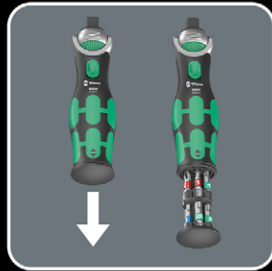


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Loughborough has played a pivotal part in the sporting success of Great Britain over the last 30 years and is now very much at the centre of Motorsport UK's own Academy programme, with a partnership that is going from strength to strength.

In the summer of 1996 at the Atlanta Olympic Games, Great Britain had its worst performance since 1952, finishing in 36th position and below nations such as Belgium, Algeria, and Kazakhstan, winning a single gold medal and only 15 medals overall. The poor British performance at the Atlanta Olympics led to the creation of UK Sport, a public body that distributes National Lottery funding for elite sports. Previously, due to a lack of funding, cyclist Chris Boardman had to acclimatise to the humidity of Atlanta by practicing in his home bathroom with the shower turned on! A new professional era of elite athlete development had begun.

In the gap between working at Prodrive and starting my current role at Motorsport UK, I had the good fortune to work in a range of other sports, including being the Chief Commercial Officer of the British Olympic Association (BOA), the organisation responsible for fielding Team GB athletes at the summer and winter Olympic games. It fell to me to negotiate with Loughborough for the development of the Team GB training camp in the run up to the London 2012 Games, where a total of 541 athletes would compete for Olympic medals. Loughborough was the perfect environment where the BOA could put the finishing touches to the many years of athlete training and as the last link in the chain could complete the now legendary 'marginal gains'. That preparation would come to nothing if at the final hurdle the athletes were not peaking in their prime condition. As we now know Great Britain finished the 2012 Olympic Games with a total of 65 medals, 29 gold, 18 silver and 19 bronze (coming third in the medal table rankings). The turnaround from Atlanta was extraordinary and the Olympic legacy continued onto Rio and Tokyo.

It was therefore with immense pride that in November I spent the day at Loughborough College, sitting on the same campus as Loughborough University, where the Motorsport UK Academy programme runs its Diploma in Sporting Excellence qualification (DiSE) for 16- to 18-year-olds. Our students have been identified as having great potential for motorsport performance, but it is our belief that they should be provided with complementary education that supplements their sport specific development.

Loughborough College is a fascinating academic institution, for further education aimed at students continuing with A levels, Apprenticeships, BTEC and T-Levels, all bundled together in an environment that has a crucial backdrop of sporting excellence. This gives students the opportunity for a dual career pathway, with more flexibility and opportunity to develop as a driver or co-driver. The balance of qualification learning helps to develop them as a driver across a diverse range of progression routes. The DiSE is a unique qualification where delegates must be approved and selected by the NGB (Motorsport UK) and is then co-supported by government through Sport England. This is a unique situation for government to provide funding to Motorsport UK assisting in the development of its elite competitor pathway drivers and co-drivers. In total there are 40 youngsters spread across two years on fully funded courses, including their accommodation costs. Success in sport these days is so much more than the on-track performance and our DiSE qualification is integral to developing the person as a whole, providing education on topics such as finance, careers, and lifestyle, while helping to balance athletes' sport specific development with the skills to succeed both in and outside of the sport.

We were welcomed to Loughborough College by the Principal, Jo Maher, an incredibly impressive and dynamic leader, who has transformed the College into a world leader in sporting excellence. So much so that Loughborough is now the home



Loughborough College hosts the Motorsport UK Academy Diploma in Sporting Excellence qualification

of the European NFL Academy, a unique programme that gives aspiring young American football players and outstanding athletes from around the world the chance to develop their skills and knowledge of the game. Walking around the college and mingling with the students, it was striking to see the difference between our own students who are packaged to fit into the specific proportions of a race or rally car, when compared to the NFL students who towered over us with their broad shoulders and exaggerated athletic physique. As they say in their NFL prospectus, education is the main priority and the academy aims to create pathways into further education, employment and potentially an opportunity to study and play NCAA college football in the United States. This is where our two programmes overlap in their ambitions. No one is under any illusion of how difficult it is to be come a professional, paid athlete. That absolutely doesn't mean we should not encourage our brightest and most talented to shoot for the stars, and the track record of talent that has come out of Britain is second to none, but nevertheless it is our duty and responsibility to ensure that these bright young hopes have a fully formed education and enhanced life experience so that their lives are able to progress along a number of different routes, depending upon how fortune favours them in the years to come.

Katie Baldwin, our Competitor's Pathway Manager at Motorsport UK, comes from a background in professional sports including rugby and football, and having worked

with many hundreds of athletes she has now applied the techniques of these professional pathway sports to our own selection and development programmes to great effect. The Motorsport UK Academy has been instrumental in continuing our heritage into the modern era and the list of graduate numbers are into the hundreds, ranging from top single seater and rally drivers like Lando Norris and Elfyn Evans, to former racers and now off-track experts across the media. We should be very proud that Britain has the resources and the plans to ensure that this continues long into the future.

During November I also had the opportunity to attend a couple of the season-end award ceremonies and spend time with members of our community, hearing their stories of competing and volunteering through the past year. The Castle Combe Circuit was celebrating 70 years of operation and did so against the spectacular backdrop of the Bristol Aerospace Museum which has at its centrepiece a Concorde Supersonic Airliner that towers over the dining hall below. It left me awe inspired by the ambition and execution of those engineers who created this feat of engineering that would travel on a daily basis at twice the speed of sound. On a more down to earth basis, the plane was surrounded by the champions of Castle Combe, and the cars that propelled them. I love Castle Combe as a circuit and have always enjoyed my time there, as it has such a warm family feeling to it, and of course that is in part a reflection of the family that have owned the circuit for many

Castle Combe Circuit celebrated 70 years of operation at the Bristol Aerospace Museum





The Student Motorsport programme offers practical opportunities for engagement in real world motorsport

decades and take care to curate the fantastic facilities as well as the community that use it and enjoys it on a weekly basis. I would offer my thanks to the Chairman Ken Davies and the CEO Graham Marshall, for all that they do for the sport, especially in fostering young talent and managing the ARDs process. I fondly remember visiting Castle Combe at the beginning of July 2020 and being invited to wave the green flag to signify the return to racing on our UK circuits after a spring and early summer of pandemic lockdown. The palpable joy on the faces of the community, albeit distinctly socially distanced and masked up to the hilt, reflected a wonderful day in the Wiltshire sunshine. Little did we know what was to ensue over the next 18 months, and that it would prove far from easy and would require the greatest of efforts from all of our volunteers and community to steer things back to normality.

It is therefore even more extraordinary that I can report that in 2022 we have issued a greater number of circuit racing licences to our competitors than we did pre-pandemic in 2019. The ability of our community to bounce back against all the odds is to be commended, and this reflects the collective work of so many people from the circuit owners, the clubs, the organisers, the officials, marshals, and other volunteers, who share a combined passion for our sport and the desire to keep things going and make things better.

The following weekend I was at the awards ceremony for the BRSCC, this time in Stratford-upon-Avon at the Crown Plaza, which always seems to be the favoured location for so many of these types of events. Hosted by Peter Daly, Chairman of BRSCC, it was impressive to see the vast spectrum of club motorsport that takes place in so many different formats

and across all age groups. Of particular note, were the junior champions across so many different categories and that really does bode well for the future of our circuit racing community. In addition, I very much enjoyed learning more about Student Motorsport, a programme created by J P Latham, that encourages higher education institutions to create their own motorsport teams, to prepare their cars, and then provide all the necessary functions to compete in hatchback championships across UK circuits. In 2022 there were a total of seven teams competing from colleges and universities, with many of them achieving outstanding overall results against the established motorsport fraternity. The plans for 2023 indicate a further uplift in the number of institutions fielding teams, and this is a tremendously welcome initiative. It is ironic that in many cases those who are taking motorsport related degrees do not actually have the practical opportunities for engagement in their chosen subject, this changes all of that.

As we approach the end of the year and you read this in the run up to Christmas, it is the time to thank everybody in our community for all their tremendous hard work throughout 2022, and for the preparation that has begun for 2023. We face many unknown elements next year, but I am completely confident that together we will once more ensure that our sport goes from strength to strength. 🌀

Wishing everybody a safe and happy festive season and look forward to seeing you in 2023.

Kind regards
Hugh Chambers
 CEO, Motorsport UK

In *Revolution* this month: Mobile Technology is part of our daily lives, and motorsport is catching up fast. *Revolution* investigates the world of Apps and web tools to discover how they can help Clubs to run events. **The Photograph of the Year** highlights top moments from 2022, plus you can learn **How to get into Road Rallying**, and enjoy **Six of the Best Motorsport Movies** to watch over the festive period...



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1997 The year the Association of Spirit Schools (AHASS) conjunction with Motorsport UK was formed

25 The number of bonus points awarded to competitors for breaking the outright hill record during the 2022 British Hillclimb Championship

32 The number of different champions crowned by the British Hillclimb Championship so far

6 The number of AHASS schools where you can learn how to Hill Climb

1 The number of hill rounds of Championship in England, Scotland, Ireland, and the Isle of Man

254 The height, in millimetres, of the black metal things that break the beams in a Hill Climb. This must also be 51mm wide and positioned more than 200mm from the ground

1947 The year the first British Hillclimb Championship was held

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British Championship Results

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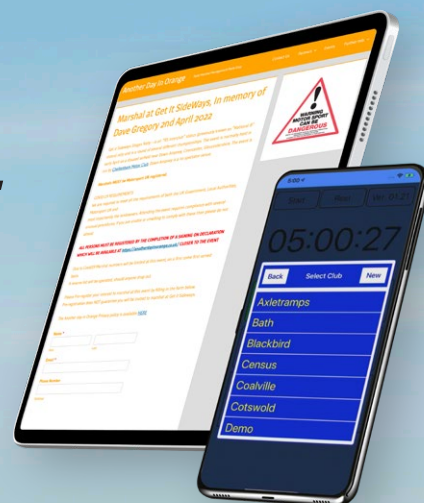
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DIGITAL TOOLS FOR ALL

How can technology help you and your Club get the most from your motorsport? **Will Gray** investigates



Max Earey



Since the Coronavirus pandemic, the world has become more digitally savvy. We can now chat face-to-face on video calls, and we have apps that promise to help us with all our everyday challenges, from diary planning to grocery shopping.

Likewise, in motorsport, a rapid transition to digital solutions helped many clubs put on events in what was a socially distanced world. This has led to the ongoing use of tools like remote sign-on, e-documents, digital payments and, of course, those, erm, ever-popular club committee Zoom sessions.

While some aspects are still better done in person, there are definitely benefits from certain online solutions and John Weatherley, who runs TrakEntries – an online event entries system – says: “We’re at the beginning of the high expectation that things will be digital and, on your phone, so motorsport, like everything, needs to be meeting that requirement.

“Particularly with younger people, they are used to this and there is an expectation that things will be handled in this way. Many people who are now coming into the sport, they will be ‘where’s the app then?’ and if you haven’t got one, they will simply move on.”

Technology is no longer just for the younger generation, though. According to a survey by ‘Centre for Ageing Better’ three quarters of 50-70 year olds said they turned to video calling and 31 percent were emailing more after the pandemic. Lloyds Bank found registrations for online banking from older people tripled.

Rich Stock, from Clubforce, a dedicated Club Management Platform, believes there is a big opportunity across all age groups and suggests: “Going digital enhances the experience for both members and event attendees. The more we use online banking, shopping, all these tools, we expect a higher standard of online delivery across everything we do.

“The expectation of members now is going up and up and digital tools can save a lot of time for volunteers. One of the key areas is around events. They require lots of different bits of paperwork and digital can pull that into a single process and tie it in with payment as well.

“So, when someone’s signing up for an event, they upload their licences and any documents, and rather than having to turn up with many different pieces of paper and having to pay, they turn up with a confirmation on their phone (plus their licence) you know that all the registration data has already been provided and payment completed.”

There is an increasing number of digital options designed to help volunteers with club management tasks – from simple Google docs to dedicated apps – while event organisers and even competitors can also benefit from tools that are designed to make things easier, less time consuming and more stress free.



Digital tools can now help clubs manage events more efficiently



Weatherley adds: “The words that come to mind are accuracy and efficiency. It’s the end of bits of paper you might lose, and coordination of the data becomes automatic. It all becomes much easier to control and to manage, and that’s the underlying beauty of this tech.

”As a motorsport person, I’m able to understand it completely. I know what organisers go through when they’re trying to run a meeting and bringing it all together is the main benefit. Hopefully, all my experience comes together in making something that is right and hits the nail on the head for everyone.”

Stock sees two key benefits of taking a club online: “The first is freeing up time so volunteers can do more or take part more, and the second is that having data and connectivity in an online environment opens the door to doing more. All the communication turns from one-way chasing to two-way conversation.”

Club Management

The workload involved in running a club is immense, even before putting on any events. From setting up new members to chasing old ones, storing addresses to sorting accounts, it’s a hands-on job that takes up a significant amount of time. And it is one that is often done by a just handful of busy volunteers.

It is easy to move on from the paper and clip-files of old, taking the basic step to store information in computer spreadsheets and setting up standard document templates that can be used again and again. But there are now far more quick and efficient ways to do the club basics.

Simply using a cloud-based solution, like a shared Google Drive, can enable multiple users to access the same information – be that a spreadsheet of club contacts or a membership sign-on form – and it ensures nobody is using an old version that has been updated elsewhere.

The next step beyond that is using a dedicated management tool. Designed from the ground up to interconnect all this information, these promise to make every part of the process a bit smoother. And they typically come at a relatively low cost, considering the benefits they offer.

Clubforce has offered its app to sports clubs for years and has recently stepped into motorsport. Stock is the company’s commercial manager and explains: “When we were first looking at motorsport clubs, it’s surprising how many don’t have any online platform. They’re still handling cheques and even cash for membership.

BTCC now uses RFID technology to track and monitor tyre usage at each round





Competitors can get updated timings directly after their runs

“That is such an administrative burden for a volunteer to be managing because the pressure is just getting higher and higher. I worked in a governing body for 15 years and I could even see within that time the amount of extra things that volunteers are having to do.

“Many sports are quite similar. It tends to be the people who are a slightly older demographic who have a bit more time to get involved – and our platform was founded off the basis of somebody volunteering in their own club and realising there has to be a better way to do this.”

Most apps are formed through a similar process, to solve a problem the founder has personally encountered. The story was the same for Weatherley, who won a British Karting title in the 1970s and the British National Rally Championship in 1990 before setting up a technology business that gave birth to TrakEntries.

“It all came about when I decided to drive again and found myself sat down with a form and a pen,” he recalls. “I thought ‘I’m in the Internet business now, I shouldn’t be doing this’. So, we wrote a piece of software, to make it all digital and online and clubs bought into it. That’s how it grew.”

TrakEntries now runs digital operations for the British Karting and F4 Championships, among others, but is about to return to its roots with a new club management app. “We are aiming this at StreetCar because we see it as a new era and this app is going to emerge with that,” he adds. “When you

have new entrants coming into the sport, you need to make it as easy and smooth as possible.”

Going digital, even just for membership renewals, can avoid the cost and effort of writing, printing, and sending out letters and physical cards, with renewal emails sent directly in the app and immediately acted on. One such system, Whizzy Events, offers this as part of its solution and a key benefit is the speed, which can reduce on-event issues when memberships have not been renewed in time.

The importance of data protection these days means that apps must meet strict security requirements, and online payments can typically be done by card using Stripe, PayPal, and other platforms. That means details are securely stored to make it easier for members when it comes to future entries.

Apps can also make things easier for club members themselves, with tools like in-app membership cards so they can never lose them; the ability to flag favourite events and add reminders or alerts in their calendar; and the simplicity of entering events on their phone in a spare moment, wherever they are.

They tend to create a closer connection between members and clubs – and this is something Stock hears mentioned time and again by the different sports teams he works with. One of the benefits of this is it can open doors to new volunteers, ultimately helping the club to operate more efficiently.



“Just by simply adding a question of ‘are you interested in volunteering, do you have any of these skills?’ during the sign-up process it is something that would be annoying if you were filling in a paper form, but it is far simpler to do with drop-downs in an online system.

“You might suddenly find an accountant willing to give their time up when, for years, you’ve had a treasurer who’s not been trained in finance. You can find out things you might never have known, because it might not come up or it might be a member who rarely turns up and people don’t know that well.”

Fundraising is another area where a captive audience on an app can pay dividends – literally. The simple fact is clubs need money to run, but it is not always easy to generate income, particularly if you have limited numbers of events or if those events do not include a significant social element.

Stock adds: “I’ve worked with grass roots clubs and been involved in voluntary organisations for years now, and it’s so common for clubs to fundraise only when they really need it. Online platforms like Clubforce offer the opportunity to have something that runs continually and provides the club with a regular incremental revenue stream.

“Clearly the cost of living is having an impact on everything in life, so I’m sure there are clubs who are suddenly looking at their accounts and budgets and thinking ‘actually this is going to be a bit tighter this year’ but even for those clubs that don’t have high operating costs, there’s still opportunities.

“If you sat down with a club committee and said, ‘here’s £5,000, what do you want to do with it?’ then I am sure they would come up with some really good ideas. That’s the way to think about it. If you were bringing in that regular income, what could you achieve with it?”

“Could you support training costs for volunteers? Do you need to refresh some equipment? These are probably ‘nice to haves’ that you might not choose to consciously fundraise for, but something like setting up an online donation in an app, like we do, is really simple and provides a regular extra income.”



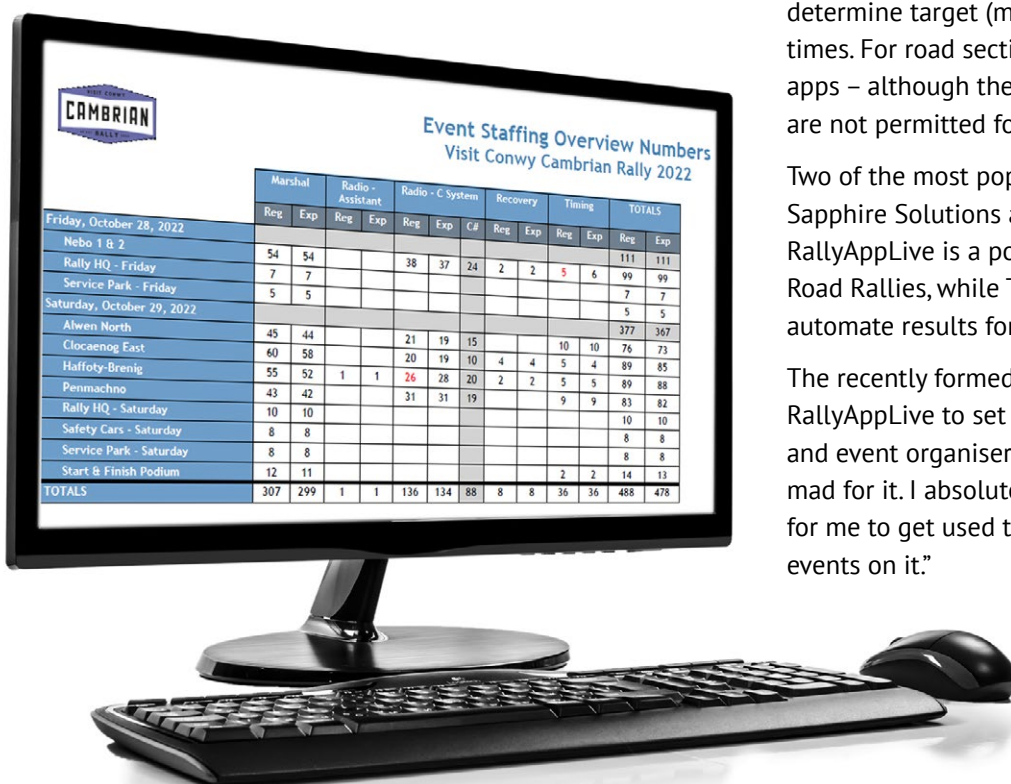
Event Organisation

Most of the club management apps support event organisation, including tools that help take entries and payments and compile entry lists as well as providing an online platform for competitors to fill in waiver forms, upload licences and read and confirm pre-event communications.

There are also dedicated apps for event set-up. Bogey Time, created by Jon Aston with assistance and inspiration from Ian Stuart of the Scottish Hill Rally Club, helps Stage Rally and Cross Country Rally officials calculate average speeds and determine target (maximum) and bogey (slowest permitted) times. For road sections, co-drivers sometimes use trip meter apps – although these are not accurate enough and, in fact, are not permitted for use on UK regularity rallies.

Two of the most popular apps of this type are produced by Sapphire Solutions and are ideal for grassroots motorsport. RallyAppLive is a popular tool for setting up and running Road Rallies, while TimingAppLive offers a solution to automate results for Autotests, Autosolos and the like.

The recently formed South Oxon motor club uses RallyAppLive to set up its 12 Car Road Rallies and founder and event organiser Robert Hall could not be happier. “I’m mad for it. I absolutely love the app,” he says. “It took a while for me to get used to it, but now our club will run all our events on it.”



Planning the marshaling resources for the Cambrian Rally

Loughborough Motor Club is another that has embraced digital for its events, first doing so to keep going through the pandemic but continuing with them having seen the benefits they bring. Like South Oxon, they use them for Road Rallies but also for AutoSOLOs and Autotests.

“The pandemic pushed us over the transition from thinking ‘this is a bit clunky, it’s not ready yet’ to ‘this is clunky, but we need something,’” recalls the club’s Competition Secretary Richard Egger, who says the app has since become a particular hit with Autotest events.

The club still has timekeepers on the Start / Finish line with a stopwatch, but instead of manually recording the run time and penalties on a piece of paper then having to transfer them to a spreadsheet and do the maths, the information is simply entered into the app, and it does the rest.

“On an evening Production Car Autotest, we typically have 35 to 40 entries,” Egger adds. “We run the event then head to the pub and in the pre-app days, my wife would sit for about an hour and a half on a laptop working out the results while also trying to eat her dinner.

>>>>>



Paper-free time controls in action at Oxford Motor Club

Clubs can reduce the administrative paperwork for events with a digital online registration system





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“Now, we get the results instantly, so she doesn’t have to sit at her laptop, and also everyone can walk in having already seen how they did, going ‘ah, I had you by three seconds there!’ It’s made the on-the-day organisation a lot easier and lot less stressful – and it’s made the social ‘craic’ better too!”

Going digital for Autotest results is one thing but turning an entire Road Rally into an app-based event takes it to another level. RallyAppLive, for example, allows for automatic checkpoints, where GPS tracking and navigator input lets competitors clock in without a marshal having to be on the post.

For Hall, that is big help. “When you run a 12-Car with 10 controls, you rely on marshals to cover the time controls and person checks,” he says. “Unfortunately, most youngsters will not go and stand in the middle of nowhere, so you are reliant on the older generation to keep the sport going.

“The app takes away that issue, so you don’t have to spend time before the event trying to find enough marshals. On the other side, you can run as many or as few time controls as you want. You can set them up in the app and in the detail box you can put a letter telling the competitor which handout to open next.

“So, you have someone giving a drivers’ briefing, someone at the Start to give out the handouts and someone at the Finish confirming the damage checks are signed on the app, checking the results, going through any queries and making the results provisional and then final.”

While Egger agrees it is easier to put on more events with fewer volunteers – something that many clubs are very keen to do – he is keen to add a word of caution. “We have a number of members for whom marshaling is all they do, and we have a commitment to providing them with entertainment too,” he says.

“You also have to be careful not to make marshals redundant, because there will be some events when you do then need them, and if you don’t keep calling on them, they will get out of the habit of turning up! That said, it does allow you to be more adventurous in how you design your events.

“You could theoretically have 30 checkpoints, one every two miles. Now, you wouldn’t get to that point, but you could certainly have a dozen quite well. So that enables you to have a bit more flexibility and a bit more chance of getting a tiebreak. It makes for more entertaining and more creative events.”

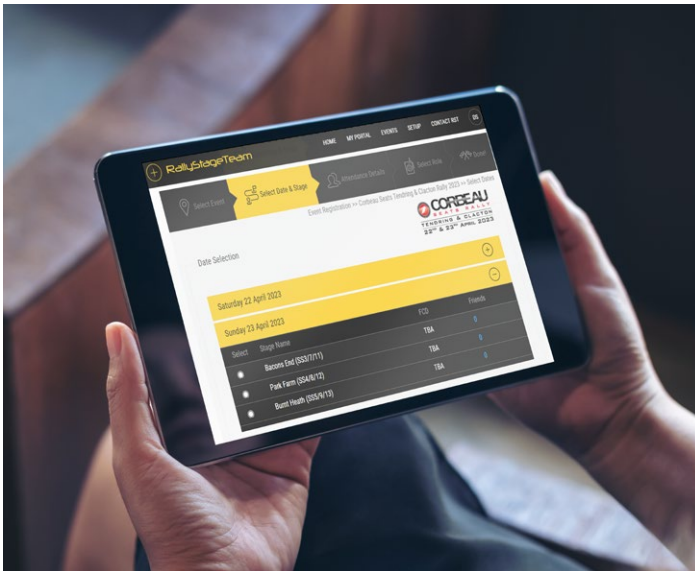
To keep the marshals involved, the app offers an option to set a time control to automatic or manual, allowing a mix of both. Plus, the flexibility of the app also offers adaptability if any issues occur – which can sometimes make the difference between an event going ahead or not.

Hall explains: “On one event we did, we went round on the Sunday prior and there were no road closure signs but when we set out to run the event on the Friday night, we got halfway between the first two checkpoints and there were major road closures. If it had been a normal event, you would have had to cancel but with the app, we used the ‘message all crews’ function to tell people to head directly to the second time control and restart the event from there.

“It is also very flexible if there has been an issue at a passage check, for example, where maybe more than 50 per cent of the people haven’t got it – possibly due to an issue with a GPS or the way the location was set up on the app. You can just void that penalty and it sorts it all out.”

Both Hall and Egger say that the app does make it more time consuming to put a Road Rally together, but Hall says it can ultimately make the route more accurate, adding: “I always do a final run in ‘admin mode’ to the timecard, so I know the timing for each section is perfect and we are safe to run that event.”

The downside, however, is that preparation must be absolutely perfect to use the app to its best. “Getting the



setup right is absolutely critical,” adds Egger. “On an event with old fashioned organisation, you could wing it to a certain extent on the day. With an app, you can’t.

“You have to understand all the elements of the setup, all the way through. Also, often you just get your head around it and it gets upgraded and improved, adding a new feature that affects the things you are used to! So as an organiser or competitor you should never assume that the app is infallible.”

RallyScore is another solution. It provides digital check sheets and timecards, and the company behind it has also been developing an Autotest timing app. Meanwhile, Rallies.info provides a web-based results system that can take times directly from clocks via the Internet or radio, or manually using timecards. It can work for multi-venue rallies, road rallies, endurance and historic events and can update times within 30 seconds of each car finishing its run.

On Track and Off

It’s not just club organisers that technology can help. Several apps or online tools have been developed in recent years to help both marshals and competitors get more involved and get more out of the sport.

Dominic Saunders set up Rally Stage Team (RST) when, as an active marshal, he discovered the Tempest Rally went right past the end of his road, but he had no clue it was on. “I thought it was crazy there are events struggling for marshals but there’s a pool of marshals out there that want to do it,” he says.

Marshals can use apps to see what skills are required, and which events need more volunteers

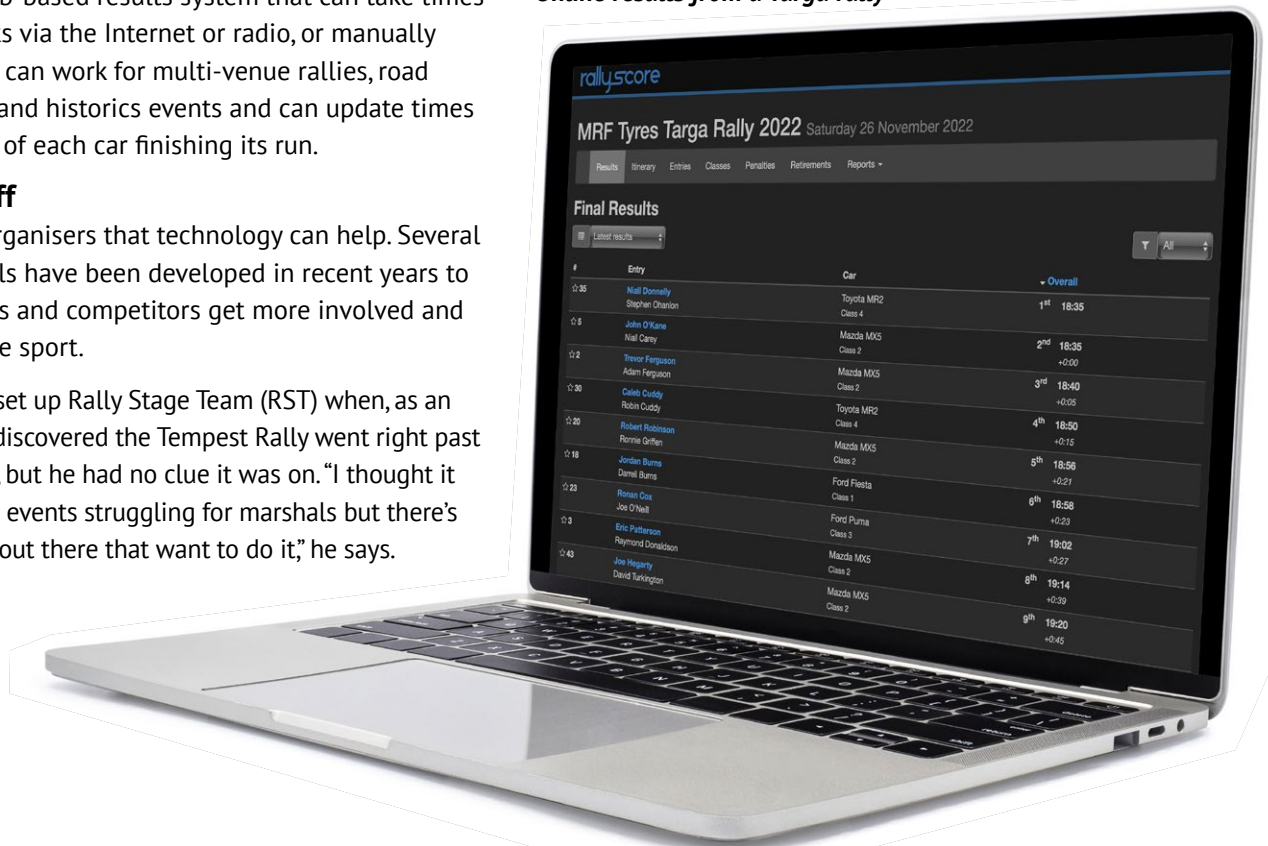
Using his IT experience, he decided to tie the two together and, after working on Wales Rally GB for several years, developed a basic spreadsheet to automatically help the Stage Commander know the staffing allocation. That grew to the whole of that region and after three years the system was used across all the stages in South Wales. The online system that followed was the first version of RST.

The site now has 14,000 registered marshals across all UK regions and the key to its success is that it is free to sign up for both marshals and events. “One of the big challenges with databases is if someone changes their details such as an email address, you have incorrect data and loose contact,” he explains. “With RST, because people use their email address to login, we always have up-to-date details, enabling our newsletters to get better reach.”

The system stores lots of information, from Motorsport UK marshal registration numbers to next of kin details. Around 40 events per year now use it to source and manage their volunteer staff – including major UK rallies such as Rali Ceredigion, Malcolm Wilson, Trackrod, and more. Linking to the Motorsport UK marshal grading system gives organisers up-to-date information on marshals’ abilities, ensuring an event can be safely staffed.



Online results from a Targa rally



“Organisers contact me directly and we set up their event with the number of days and specific stages,” explains Saunders. “We can then add detail to refine it, right down to specific junctions and required roles in line with the Event Safety Manual to enable a Stage Commander to allocate the correct resources. Marshals can see what’s on, sign up and specify to whatever level they want.

“A Marshal registration for an event is still just a request, not a confirmation, so it is then up to the event’s staffing officers to look at all the registrations and balance the numbers across the event, closing off certain stages when they are full. The system does not allow any doubling up if people change their minds, and marshals can also build groups, so friends can stay together.

“About two weeks before an event, we enable signing on cards to be printed and they are automatically filled in, so all the marshal has to do when they arrive is sign their indemnity and hand it in. We are discussing how that entire process can be automated next, but the nature of Rallying means that is not easy.”

Saunders invests a lot of money and time running the system and its popularity has made it increasingly tough to manage. However, he adds: “Making events more visible and having a bigger pool of marshals for events is exactly what it was set out to achieve, so I really don’t want to charge for it. Even if I did, there simply isn’t the money there and the clubs really do benefit from it.”

Lee Hampton-Whitehead has set up a similar solution called Another Day In Orange. As a member of the Cheltenham Motor Club, he originally setup a site for the Cotswold stages between lockdowns in October 2020 and, as many clubs did, they found online sign-on saved a lot of work.

The website developed from there and has now been used for marshal management for the last six events at Down Ampney and Wydean Stages in October. It has also been used alongside Rally Stage Team on the Three Shires Stages, providing the event’s sign-on solution.

Another event task that could benefit from digital is scrutineering. Given its nature as a methodical operation, it is clear that spreadsheets can help with organisation, but TrakEntries wants to take it to another level and bring in some of the technologies they have seen at the higher levels.

“As time has gone on and technology has become more available, we’ve been able to develop many fabulous solutions through the use of apps,” adds Weatherley. “There is no reason not to bring some of that digital engineering into smaller clubs, so they can be at a high tech level.

“When a car needs to be checked, there are a number of things that are barcode driven. The technology is now available to enable a driver to hit a barcode on, say, a tyre, with a phone and automatically populate an app-based scrutineering card they submit for sign-off.”

This has been demonstrated in a very specific capability this year for the British Kart Championship and the ROKi T F4 British Championship certified by FIA for tyre (barcode) scanning in support of Eligibility Scrutineering. TOCA



The Bogey Time app helps officials calculate average speeds and determine target (maximum) and bogey (slowest permitted) times on each stage

Useful Links

www.trakentries.co.uk

www.clubforce.com

www.wizzideas.co.uk

www.sapphire-solutions.co.uk

www.rallies.info



COVID social distancing rules hastened the introduction of contact-less technology at motorsport events

Technical has introduced RFID for tyre identification with Goodyear for the British Touring Car Championship and are the current leaders in the UK in terms of the adoption and development of this branch of the technology.

Inside the cockpit, in-car cameras are now a familiar sight where they are permitted. They are not just used for recording incidents, however, as some drivers use them for reviewing technique and in Rally many co-drivers will listen back to their events to try to improve the way they read their pace notes.

At higher levels, onboard telemetry allows both driver and car performance to be analysed in depth if required, and recently Garmin announced plans to turn its hand to motorsport with the famous wearable technology brand partnering with Motorsport UK's Academy to pioneer a new level of driver analysis.

The 'Catalyst Driving Performance Optimiser' can be mounted into the cockpit of cars and is preloaded with a track database of circuits. It has a set of features designed to aid driver performance including performance data, real-time audible cues, and immediate session analysis.

The Digital Transition

Change can often be daunting to people who are used to operating in the same way they have done for a long time. As a result, despite many clear benefits in going digital, there is always the concern that doing so could upset members and be faced with resistance.

However, Stock believes we are at a tipping point and says: "People are growing in confidence around digital technology and some of those who are driving the most uptake is among the older generations because they have dealt with the hassle and the hard work of administration, and they see the value in saving time.

"A great example is QR codes. If I asked my parents before Covid what a QR code was, or even showed them one, they wouldn't have a clue what to do with it. Now, they go into a restaurant, see a QR code on the table, and they scan it straight away. And that's just going to get more and more."

Form some, the security risks of the digital world can be a major issue with concerns about the potential of hacking and people stealing data. However, in truth, with the right



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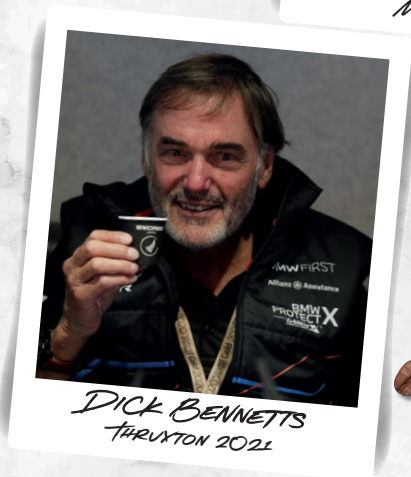
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systems in place, data is safer online than it is, for example, in a drawer in the club secretary's office.

"Imagine how many clubs have a pile of membership applications somewhere, just sat in a folder," says Stock. "Ultimately, it is the club's data, and they want it to be secure. People need to be conscious and aware of these issues, but they don't need to deal with the nitty gritty. The app takes that pressure away.

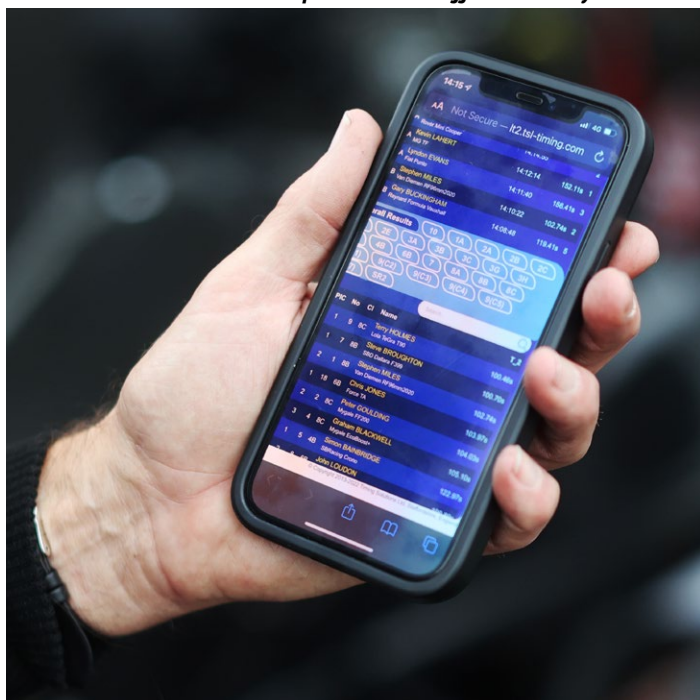
"That's the advantage of using an off-the-shelf platform. Some clubs use PayPal to take money for membership or events and it's quite an easy way to do it, but it still has the same challenges you'd have if you had cash or cheques or even bank transfers, you still need to do that reconciliation.

"More bespoke systems provide online reporting, so you click one button, and you can see has this member paid, what date did they pay, a fully auditable trail done for you already. As a volunteer, you're spending less time in front of your laptop and more time out enjoying the sport you want to be watching or doing."

If a club does encounter issues with members, it usually just takes a helping hand from someone who knows how it all works to turn things around. "Even if you're Amazon and you've built a massive, very expensive system, there's always going to be people who need a little bit of help," adds Stock.

"I think it's just about helping those people understand the benefit to the club as a whole. The fact it's helping the volunteers, that's a really important point if you're trying to

The power is in your hands. Apps can transform events and share data with all the competitors and officials easily



bring people onboard within the club. Ultimately, they know the people running the club, they understand they're giving up their time for free.

"Then it's just helping steer them through it. Quite a few motorsport clubs have get-togethers in the pub, and it would be easy enough to sit with somebody, show them on your phone how it works and take them through it. Or, if somebody chooses not to use the app, organisers can manually add things themselves."

Egger says that response from his club's members has been positive, adding: "In Autotesting, it actually makes no difference to the competitor – they do everything they normally would. They still chat to a marshal at the finish line and the marshal tells them their time, it just then goes into the app.

"With Rallying, competitors have to learn a whole new skill set. They've got a phone on the dashboard, pipping away, and they need to input information as they go around the route. But I'm not aware we've lost any entries because of people not wanting to use apps.

"We have had a few people say it's a bit soulless and we've also had issues where it has become over complicated, but that was because one organiser went absolutely to town using the app. I competed on that event, and we spent more time trying to keep up with the app than sorting the navigation!

"We had every single give way sign bleeping at us 50 yards in advance, every village had a bell ringing within about 150 yards, there were loads of passage controls. The phone was buzzing for two hours! You just have to think about these things when you are planning the event and understand the limitations." these things when you are planning the event and understand the limitations."

The costs of apps are a potential barrier to entry, but some are free, and many require relatively low cost subscriptions that could easily be justified in the benefits they offer, either through better membership retention or renewals, fundraising or the time saving that allows volunteers to do other jobs. 🌀

Online Guides from Motorsport UK

The Motorsport UK team have recorded Webinars to help Clubs get the most from RallyAppLive and TimingAppLive. Click [HERE](#) to see the presentations online as part of the Learning and Development playlist.

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Don't miss Europe's biggest motorsport exhibition this January

This January, Europe's most popular motorsport show returns to Birmingham's National Exhibition Centre after a three year absence. Autosport International is set to wow audiences and bring the motorsport industry together for four days of turbo-charged action and the presence from hundreds of major industry players.

Between 12th and 14th January, thousands of people involved in motorsport will kick start the season at the show. The timing of the exhibition provides an ideal opportunity for licence holders and those involved in motorsport to look ahead and prepare for the new season. If you don't have your licence, there will be an opportunity to apply and renew at the show. There's even an opportunity for licence holders to have their medicals done at the NEC!

Autosport International will combine three shows in one: the Racing Car Show, The Performance and Tuning Car Show, and The Engineering Show. Thursday and Friday are devoted to trade guests.

Where business gets done

With hundreds of exhibitors packing out the halls of the NEC on Thursday and Friday of the show, Autosport International is a fantastic opportunity to take part in shaping motorsport's future. With innovative start-ups and long established brands being part of the show, it never fails to fascinate.

The trade days, which include the Autosport Engineering Show, Racing Car Show and the Performance and Tuning Car Show are perfect for global networking opportunities. Listen

to speakers and thought leaders at Autosport International's Business Forum and get introduced to decision-makers from across the industry.

From top automotive marques to specialist engineering brands, Autosport International has been the hub of the automotive industry for more than 25 years. Whether it's the hugely popular Autosport Engineering Show or Business Forum, the exhibition is one that exhibitors and industry leaders return to year after year. Many of the biggest brands in tuning, car modification and performance enhancement including Demon Tweaks, Goodridge and Xtrac are set to reveal their latest ranges at the show.

A turbo-charged weekend

Saturday and Sunday are when the Autosport International opens its doors to fans. Meet the stars headlining the Autosport stage then head to the adrenaline-packed Live Action Arena: where the NEC thunders to a 40-minute live spectacular. Public day tickets for Saturday and Sunday are available now.

Always a highlight of the Autosport International weekend, the Live Action Arena is set to host world-class drivers, riders, and special guests when it returns in 2023. A thrilling experience no matter if you're new to motor racing or have been following the sport for decades. What makes the Live Action Arena so special is its diversity. See vehicles from the world of circuit racing, motocross and grassroots motorsport host a spectacle of explosive stunts and races.

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





Ingram competing in the European Rally Championship

Britain's next WRC superstar in waiting – Chris Ingram

Reaching the pinnacle of any discipline of motorsport can depend on many factors. Talent, perseverance, excellent coaching, resilience, and opportunity are all make-or-break elements for hopefuls chasing the dream

British rising star Chris Ingram ticks all these boxes and is now hoping his WRC2 title push next year is enough to earn him a spark of the final ingredient – luck – and reward him with a seat at the top table of rallying with a manufacturer in the World Rally Championship.

The 28-year-old from Manchester's career trajectory has been impressive. Starting out in the British Rally Championship's F1000 category for 14 to 17-year-olds, Ingram then continued his rise through the European Rally Championship (ERC) ranks.

That culminated in a landmark season in 2019, in which Ingram became the first driver in 52 years to win the continental title, alongside co-driver Ross Whittock, in a Toksport-run Skoda Fabia R5.

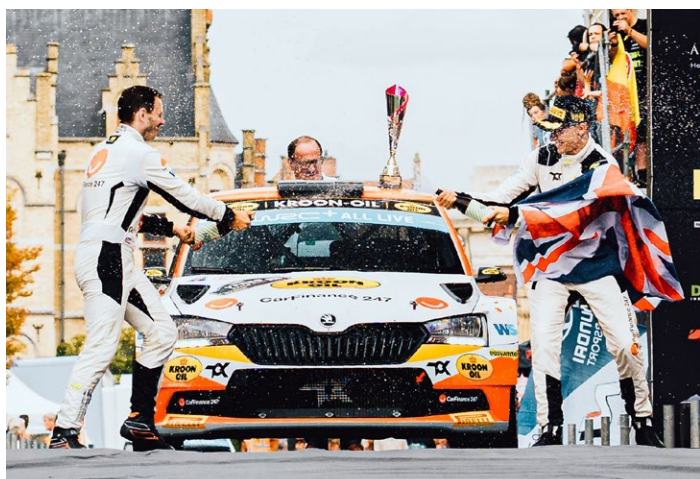
"That was my career highlight, really, in 2019 to become the first Brit in 52 years to win the European Rally Championship," he reflects to *Revolution*.

"Nobody had done it since Vic Elford in his Porsche. I crowd-funded just to get to the final, because the biggest challenge for me has always been funding.

"I lost my funding just before I started the season, but I had already signed up to compete and promised other sponsors and the team, so I had all sorts of deals in place, contractually. So, I had to go for it and somehow find a way. I was leading the championship midway through the season and at that point my team decided to back me and invest in me.

"So, it was very difficult and a lot of pressure to keep going, knowing that things weren't really in place, and I was relying on a lot of people to go above and beyond to keep me rallying. But I just dug deep and managed to win the championship on the final stage, of the final rally of the season."

And that title-winning trip to Rally Hungary would test Ingram's resolve to the limit.



Ingram hopes that his success on the European rally stages is a step towards a World Rally Championship works drive

“I just had to finish on the podium, but I actually got a puncture on the last stage and dropped to fourth,” recalls Ingram. “My main rival for the championship, Alexey Lukyanuk, had to win and have me finish lower than third.

“I got to the end, thinking we’d lost the championship, but Alexey also got a puncture and so dropped to second. It was an unbelievable moment. The stage was 30 miles long, in the middle of nowhere, pitch black, during a thunderstorm – you couldn’t make it up. But that moment, for the rally fans that watched it, they’ll never forget it, because there was so much drama.

“It was live on TV, but the cameras kept cutting out, because there was no signal, and people were tuning into the radio. Even the FIA didn’t know who’d won the championship, so we were trying to work it out in the middle of nowhere.”

Having conquered the ERC and enjoyed a productive year in WRC2 learning the ropes, Ingram is now hoping title success in the WRC’s premier feeder category will make him impossible to ignore for the sport’s top names soon.

“The aim is to win WRC2 in 2023, as a privateer,” he explains. “And then I will have won everything below WRC1 that there

is to win in rallying, so I don’t think I could then be ignored for a chance. I’m very close, I’ve had a great year taking on all the factory teams, and I’ve just got to do that again next year, win the title and then I think that’ll be enough, hopefully, for a big chance.”

Ingram’s achievements are even more impressive, when one considers he also has an admin-heavy diary just to ensure he makes the starting line for each rally. It’s something he thinks would unlock more performance, were he without it.

“That’s the hardest thing,” he admits earnestly. “My dream would be to just drive, and train, like the Formula 1 guys. That’s what I’ve always wanted and will continue to strive for, but realistically most of my time is taken up trying to raise funds, get my name out there, organising the rallies, planning.

“That takes a lot of time away from the performance and what really matters, but it just has to be done at the moment. I’m looking for further support to get me to that next level.”

Ingram admits he has always been fortunate to have a solid bedrock of coaching and support, first from Motorsport UK Academy, and more recently from David Richards CBE, 1981 World Rally Champion and Motorsport UK Chair.

“I’d say the main support [at the Academy] was being provided with a coach, which was James Wozencroft. Working with James for several years really helped me. I had a couple of days tuition with Rob Wilson, which was really helpful, but most of it was the other facets of motorsport. It was just great to have their support.

“I’ve been very lucky to be advised by David Richards recently, and you’ve got to get yourself out there and keep networking. The main thing is self-belief, and if I didn’t have the self-belief that I could go all the way, then it would have been too hard to carry on, because it’s just been so challenging.”

So, what next for Ingram?

“It’s now important to turn my focus to getting into the top level in WRC, to fight and get the funding and build my profile to get into one of top teams.” 🌀



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Category Two Stage Rally Car guidance updated

Following publication of the Category Two guidance in the October edition of Revolution, we have received some very useful feedback which has enabled us to adjust some of the dimensions specific to Category One Escorts in recognition of variances in original specifications. The updated guidance can be viewed in the Resource Centre of the Motorsport UK website, by clicking [HERE](#). We encourage any Escort owner who has questions regarding the guidance to contact the Motorsport UK Technical Team directly.

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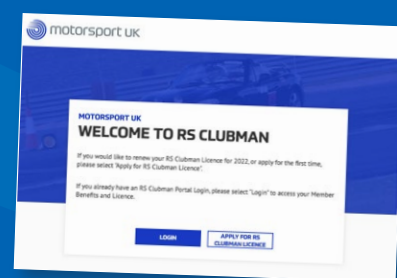
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How to renew your licence

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.



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



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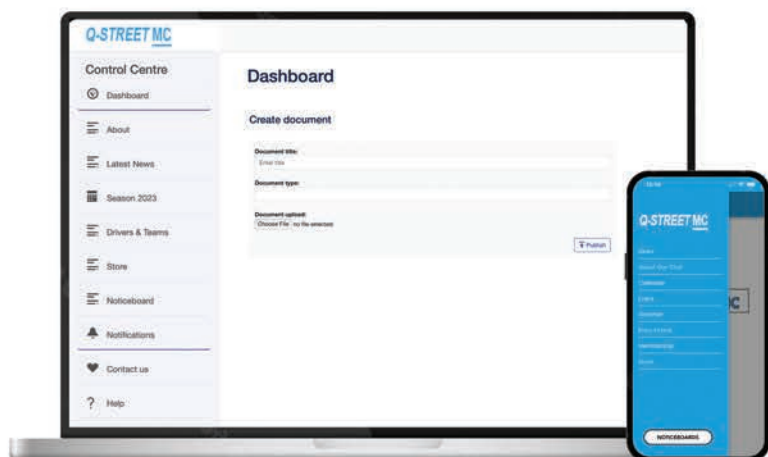
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Team UK wins the Nations Cup

British Kart Championship drivers make history at the Rotax Grand Finals, reports Henry Beaudette

Drivers from the Motorsport UK Wera Tools British Kart Championships enjoyed a record setting week at the 2022 Rotax Grand Finals held at the Kartodromo Internacional Algarve in Portimao, Portugal.

Three Team UK members became Grand Final Champions and six others earned podium finishes. Team UK also took a dominant Nations Cup victory ahead of 59 other nations, claiming the first ever podium clean sweep in the 23 year history of the Grand Finals.

Having earned their tickets to race through the Motorsport UK British Kart Championships, the Rotax Grand Festival, the Rotax Euro Trophy and the BNL Karting Series, 18 drivers represented Team UK among the 394 competitors. Using identical karts and engines which each driver selected at random, the Rotax Grand Finals is regarded as the truest test of a driver's skill in the karting world, making Team UK's achievements even more remarkable.

Leading the way was BKC veteran Mark Kimber, who became the first driver in Grand Finals history to win three different classes as he dominated the fearsome DD2 class.

In Junior Max, it was Scott Marsh who stood on the top step of the podium, emerging at the head of a fierce early race scrap that saw his fellow Team UK drivers Vinnie Phillips and Ethan Jeff-Hall take turns in the lead, with Charlie Hart also in the mix.

Team UK also dominated the Senior Rotax category with

reigning Motorsport UK BKC Senior Max Champion Callum Bradshaw finally coming out on top. Bradshaw was one of five Team UK drivers in the Senior Max class alongside Sean Butcher, Kai Hunter, Lewis Gilbert, and Motorsport UK British Kart Championship Junior Max Champion Brandon Carr, proving that the BKC grid is the strongest national Rotax championship in the world. Hunter led from the start and swapped top spot with Bradshaw several times with Gilbert, Carr and a fast-rising Butcher soon making it a Team UK 1-2-3-4-5.

2020 CIK-FIA World Champion Bradshaw took the win, followed by Gilbert and Carr for the first ever clean sweep by a single nation in the history of the Grand Finals.

Team UK were also represented in Micro Max and Mini Max, with three podium finishes to bring Team UK's total to a record breaking nine, yet another single event record for the Grand Finals.

Albert Friend finished a heroic third in Micro Max despite suffering second degree burns to his right arm in an off-track incident while Daniel Minto and Jenson Chalk finished 5th and 9th respectively, Laughlin Johnstone had to battle for a 27th place finish.

Plus, Team UK won the world famous Mojo Tyre Changing contest – with Russ Carter beating his brother Shaun in the final with a time of 28-seconds, just one second shy of the world record for putting four tyres on rims and then taking them off again.





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RC Sim Photography

Brands Hatch hosted the final two rounds of the ROKiT British F4 Esports Championship

McKeown and Munster celebrate inaugural ROKiT British F4 Esports titles

Munster Rugby Gaming has won the inaugural ROKiT British F4 Esports Championship title after a dramatic final night at Brands Hatch. With Munster taking their share of a £6,000 prize pot, Luke McKeown also made the headlines after taking the Drivers' title for Apex Racing Academy.

Both categories were finely poised for a three-way showdown and qualifying ramped the excitement levels up another notch. Peter Berryman led an Apex Racing Team front-row lockout ahead of team-mate Jamie Fluke, Alx Spetz and Josh Lad made it an all-Munster second row, with McKeown and Stanley Deslandes completing the roll call of title contenders inside the top six on the grid.

In Race One, Berryman powered clear of the pack to win the opening race of the night at a canter. After a level start between the two ART challengers on the front row, Fluke acted as a rear gunner, until pitched into a spin at Paddock Hill bend while battling with a fast-starting Spetz. With Berryman released, Spetz's attention turned to playing the team game. With McKeown and Lad directly behind, he positioned his car expertly at Hawthorns to put the former on the outside line. Lad saw his chance and moved to the inside to secure third. The two Munster cars then inverted, with Lad moving through to finish second behind Berryman, and Spetz taking third.

Race Two began with just four points covering championship leader McKeown from Lad and Berryman. A chaotic opening few laps gave McKeown the race lead. With both titles on the line, his approach to the 30-minute contest was made far simpler when team-mate Deslandes was collected by a spinning Ted Bradbury (YRDA Arden) at Stirlings, wiping both cars out and ending any realistic chance of Apex Academy taking the honours. McKeown

led until the closing laps when he was reeled in by Spetz. Their battle allowed Lad, Fluke, and Berryman to make it a five-car train for the lead. Lap-on-lap, the quintet went wheel-to-wheel, but somehow avoided contact.

McKeown took the chequered flag first to wrap up the Drivers' title, with second and third for Spetz and Lad enough to crown Munster Rugby Gaming the inaugural Teams' Champions.

The winning team and driver champions share a prize fund of £6,000. Plus:

- 1st Place team = wins two full days in Base Performance Simulators official Formula 4 single seater simulator
- 2nd place team = wins a day in Base Performance Simulators official Formula 4 single seater simulator
- 3rd place team = wins six hours of simulator time at Virtual Reality Racing Club
- 1st place driver = an e-mountain bike from ROKiT, a sim racing chassis and seat courtesy of Virtual Reality Racing Club

All Star Cup

Mike Epps was the class of the field in the All Star Cup, an invitational event comprising real-world stars and content creators, using the same Brands Hatch GP circuit and IR-04 single seater.

The former BTCC racer won expertly from pole position in the opening race, then worked his way through the field in the second to claim second on the road behind British GT champion Will Tregurtha. That put Epps eight points clear after the double header from Tregurtha, with soon-to-be Formula Ford racer Jason Smyth completing the top three.

Britcar Silverstone 24hr celebrates success

The first ever Motorsport UK community sim racing event – the Britcar Silverstone 24hr – was won by B.R.T (Basic Race Team), fronted by Basic Ollie (Oliver Furnell) a prominent sim racing YouTuber. Second place went to Sampsoid Kanaan Esports, which is part owned by Indycar Legend Tony Kanaan, and the team is fronted by another sim racing content creator Sampsoid (David Sampson).

Both teams were competitive throughout the entire race, always on the same lap and able to challenge for the lead. Ultimately, one less drive-through penalty for the B.R.T team helped them clinch the GT3 class win. SimTech Motorsport

brought home the TCR honours, and Project Dynamic finished first among the MX-5 racers.

The successful event drew in more than 10,000 views across the broadcast, and the feedback has been overwhelmingly positive. Competitors are already discussing the race next year, describing the event as ‘the perfect mix of community / club racing’, and with ‘a competitive and professional edge’ that Motorsport UK is proud to bring to sim racing.

Motorsport UK partnered with Britcar, the real-world Motorsport Club, to host this virtual event.

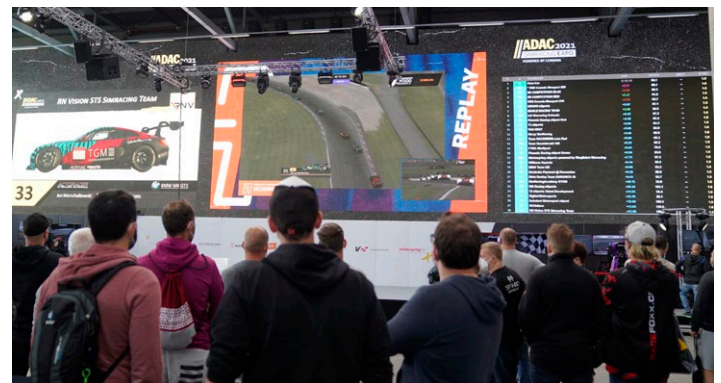


The Britcar Silverstone 24hr featured three classes battling it out around the Silverstone circuit

ADAC SimRacing Expo 2022

The ADAC SimRacing Expo in Nuremberg, Germany, is one of the biggest events in sim racing. For its eighth edition, the Expo relocated from its original home beside the Nürburgring to the large event halls in Nuremberg.

As with other industry Expos, this was a great chance for Motorsport UK to integrate further into the esports industry, with British F4 Esports Partner Simucube showcasing its ground-breaking new pedal system called Active Pedal, plus there were new launches from TrakRacer, Ascher, Cube Controls, Asetek Simsport and Fanatec.



James Baldwin takes another win

Autosport and Traxion.GG readers have voted the 25-year-old British entrant as the best sim racer this season, ahead of Kevin Sigg, Enzo Bonito, and last year’s winner Frederik Rasmussen.

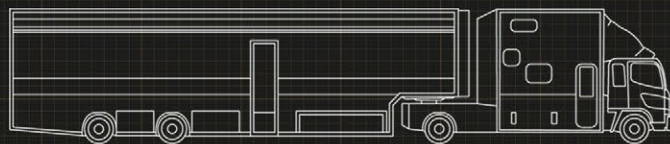
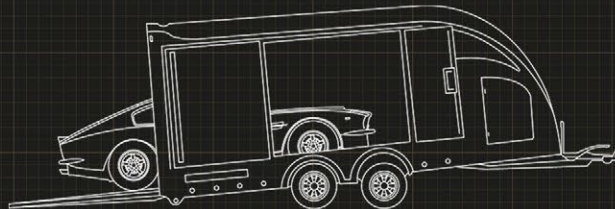
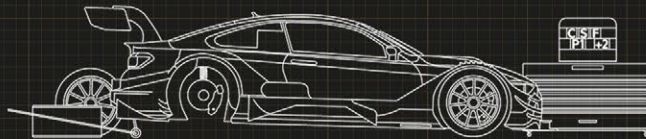
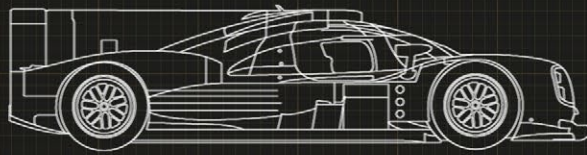
Baldwin has taken four separate championships this year, plus several other notable performances, setting him apart from the competition. The former World’s Fastest Gamer winner racer took home the Alpine Esports, Intercontinental GT Challenge Esports, GT World Challenge Europe Esports and the FIA Motorsport Games Esports Cup titles this season, alongside making the finals of the eRace of Champions and winning a round of the Le Mans Virtual Series.

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2023 Team UK Futures applications open

The Motorsport UK Academy is looking for the UK's most promising young, upcoming drivers to join its 2023 intake

Aimed at drivers aged 15-24 years old, who are actively competing within Junior and National championships, the two-year programme looks to support drivers and develop their knowledge, skills and the performance mindset needed to maximise their potential.

In the first year, a combination of in-person workshops and online sessions introduce the key principles of development within the sport, alongside performance management provided by two of the Academy's expert in-house team of coaches, Adam Gould and James Wozencroft. The second year of the programme looks more in-depth into the technical knowledge required for elite sports performance. Industry experts and site visits also provide exclusive access into the top levels of the sport.

"Over the last few years, we have worked to create long lasting relationships with industry experts and teams, to provide a well-rounded holistic approach to driver development," commented Katie Baldwin, Motorsport UK Competitors Pathway Manager. "The performance the drivers deliver in competition of course plays a big part in their progression through the ranks of the sport – we also look at the other areas around that performance that can give them that marginal gain over their rivals."

Designed to support the stage of the pathway beneath Team UK, the Team UK Futures programme is for competitors looking for an opportunity to progress both professionally and personally in a supportive, high-performance environment.

Applicant requirements (at the time of application):

- Aged 15-24 years
- Hold a valid Motorsport UK competition licence
- Regularly competing at Interclub events or above
- Demonstrate the potential to achieve excellence within their chosen field
- Demonstrate the values and behaviours expected of an ambassador of Motorsport UK
- Demonstrate high levels of commitment and desire to develop and progress in the sport
- Have been born in the UK or, have at least one parent of British nationality or have acquired British nationality or have officially resided within the UK continuously for not less than three complete years immediately prior to the date of entry into the programme (February 2023)

To apply for the programme, please click [HERE](#) and submit your application by no later than 16th January 2023. Applications must be submitted with permission from a parent / guardian, however we do encourage drivers to complete the content of the application themselves.

If you have any questions about the programme, please contact academy@motorsportuk.org. You can find out more about the Futures programme at www.motorsportuk.org/the-sport/motorsport-uk-academy



MICHAEL SOUTHCOMBE



Michael Southcome with Royal Automobile Club President HRH Prince Michael of Kent, from whom he received the Prince Michael Award of Merit in 2011

Motorsport UK is sad to report that it's former Chairman Michael Southcombe has passed away aged 89.

Michael completed his military service with the Tank Regiment having graduated from Sandhurst Royal Military Academy. Later through his active involvement in Motorsport he became a member and Chairman of the Association of South West Motor Clubs (ASWMC) which led to membership of Royal Automobile Club Motorsport Council.

During the formation of the Royal Automobile Club Motorsport Association (RACMSA), then based in Belgrave Square, London, Michael, in 1982, became Chairman of the new Board of Directors.

In 1988 he then became Chairman of the Motorsport Council which he skilfully guided until his retirement from the Council in 2003. During his many years with the RACMSA and later MSA, Michael was proud to have introduced the British Motorsports Training Trust and the Norwich Union Classic car run which peaked with over 2,000 entries all heading for Silverstone in that millennium year.

In 1991 Michael approached HRH Prince Michael of Kent, President of the Royal Automobile Club and Motorsport Council to introduce the Prince Michael Award of Merit recognising meritorious service within Motorsport. There have been many recipients since it's foundation, Michael himself receiving the award in 2011 and most recently, in 2021, Dr Ian Roberts, Chief Medical Officer of Formula 1.

Michael will be sadly missed and remembered as a great friend of all the Motorsport community, particularly those privileged to have known him so well.

During his valued time as both Chair of the RACMSA Board and Motor Sport Council Michael gave wise counsel to us all with his wealth of knowledge across both National and International Motor Sport. We all looked up to Michael as a bigger than life character having both a good sense of humour but also some straight talking if he felt we needed it, as often we did!

Colin Hilton



The 1984 MSA Report, with Southcombe's handwritten notes

Michael Southcome's participation in the Association of South Western Motor Clubs goes back to its very beginnings. On 9th March 1957, at a meeting of 14 clubs, with seven additional apologies, the ASWMC was formed. One of the clubs attending that meeting was Yeovil Car Club represented by Michael Southcombe.

Three years later Southcombe became the Chair of the ASWMC and continued in that role (apart from two exceptional years) until 2002. But forty years as Chair was not enough for him, as he continued as President of the Association for a further 20 years, retiring from the role in 2020.



Left: Certificate of Outstanding Service. Right: Gavin Rogers collects the Targa Road Rally Championship – 1st Expert Driver award from Michael Southcombe

In 2011 Michael was presented with a Certificate of Appreciation representing the ASWMC Lifetime Achievement Award. It read:

“In recognition of his exceptional contribution to motorsport at Club, Regional, National level and beyond over many years, including being Chairman of this Regional Association for over 40 years, with all the duties involved carried out with great presence and aplomb.”

Service to the ASWMC was only part of his life. He was Chair of the family glove making company. He was Deputy Member of the FIA World Motor Sports Council from 1982 to 1987 and became a Full Member in 1988. He was also an FIA International Formula 1 Steward.

Southcombe was a member of the RAC Competitions Committee from 1961 to 1966 and 1968 to 1973; Sat on Motor Sports Council from 1975 and was Chair from 1988. He was also an RACMSA Steward. He was Chair of both RACMSA Speed Events Committee from 1975 to 1980 and Kart Committee from 1980 to 1985.

He was a Founding Trustee of the British Motor Sports Training Trust from 1972 becoming its Chair in 1994. He was an RAC Rally Area Organiser from 1962 to 1972 and its Steward from 1973 to 1987. Was President of Yeovil CC from 1975. He also had been a Clerk of the Course of Yeovilton Sprints and was also at one time a competitor principally in Rallies, Autotests and Trials.



DAVID BAXTER MBE

Motorsport UK is saddened to learn that David Baxter MBE has passed away. David must be one of our longest active officials having first qualified as an Assistant Scrutineer in 1965, quickly working his way up to Group One and latterly International grade. Not just a Scrutineer however, David's involvement extended to Clerking and as an organiser of club events in the West Midlands for SUNBAC.

For many he will be best remembered as the long serving Chief Scrutineer for the BRSCC Midlands centre, the very definition of a larger-than-life character, he was an ever cheerful and friendly presence in the paddock. Our sincere condolences go to his wife Fran, herself a former timekeeper, and all David's family and friends.

RON OVEREND



Motorsport UK is saddened to learn of the passing of former BRSCC Director and Life Member, Ron Overend.

Ron was an active and successful supporter of BRSCC for 60 years. Initially a marshal, Ron went on

to be a BRSCC Midland Centre Committee member, Treasurer, and club Board member.

When Tom Wheatcroft developed and reopened Donington Park circuit in 1977, twenty miles distant Grovewood Securities decided to dispose of its Mallory Park ownership with the high-risk that new owners would redevelop the circuit for housing. Ron and his late wife Edwina persuaded Leeds-based race driver and property developer Chris Meek to purchase Mallory Park. Ron, with building company business interests and his strong involvement in motor racing, alongside Edwina, agreed to lease Mallory Park from Chris Meek and continue its operation as a successful car and bike race

circuit. Mallory Park went from strength to strength under their firm stewardship, later supported by their son David. It is Ron and Edwina's legacy to motorsport that Mallory Park continues to this day under new ownership, following their retirement some years ago.

A proud BRSCC Member, Ron was a true gentleman with a friendly greeting to all and will be very much missed.

The BRSCC wishes to send its sincerest thoughts and condolences to his son David and family, and friends and colleagues during this difficult time.



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New participants sought for the 2023 Co-Driver programme

Applications open for the 2023 Motorsport UK Academy Co-Driver programme

The one-year bespoke programme aims to support talented Co-Drivers who have the potential to reach an elite level of rallying. Alongside providing technical development sessions in writing Pacenotes, recces and creating service schedules, it also looks at areas around the Co-Driver role to develop such as media, fitness, and sport psychology.

“The role of a Co-Driver is incredibly unique and therefore a programme that specifically covers their craft is much needed,” explains Katie Baldwin, Motorsport UK Competitors Pathway Manager. “With the focus often being on Pacenotes, we work with our expert Academy coaches to provide development in other areas that all link back to elite athlete performance support.”

Led by Nicky Grist and Paul Spooner, Co-Drivers on the programme also benefit from 1:1 coaching sessions and online group calls, all designed to help perfect their role and share best practice.

There is also an opportunity to be supported at Team UK level by mentor Seb Marshall, after the Co-Driver strand was newly added to the pinnacle programme of the Academy last year.

Previous Co-Driver graduates include Ross Whittock and Scott Martin, who both currently compete in the FIA World Rally Championship.

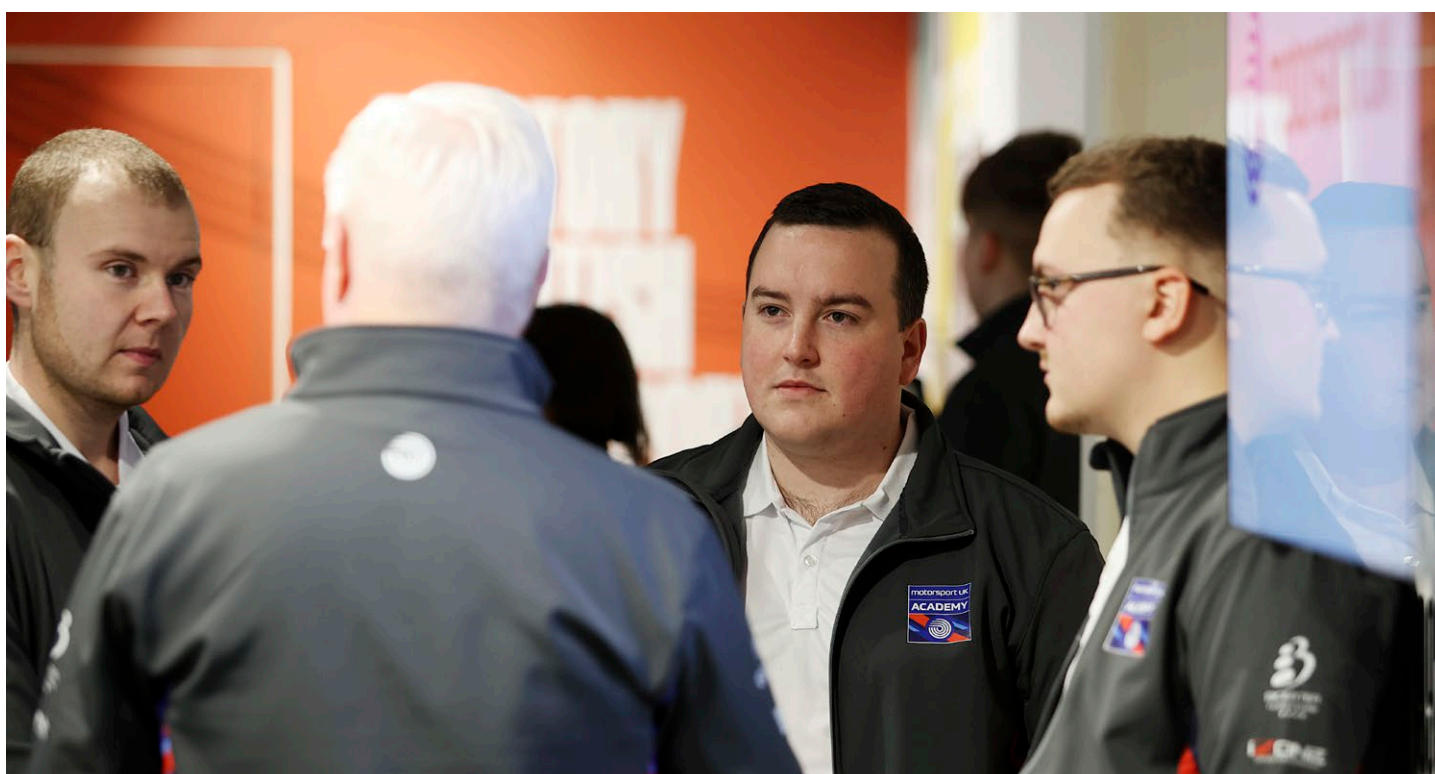
Applicant requirements (at the time of application):

- Aged 18-28 years
- Hold a valid Motorsport UK competition licence
- Regularly competing in Junior or National championships
- Demonstrate the potential to achieve excellence
- Demonstrate the values and behaviours expected of an ambassador of Motorsport UK
- Demonstrate high levels of commitment and desire to develop and progress in the sport
- Have been born in the UK or have at least one parent of British nationality or have acquired British nationality or have officially resided within the UK continuously for not less than three complete years, immediately prior to the date of entry into the programme (February 2023)

To apply for the programme, please click [HERE](#) and submit your application no later than 16th January 2023.

If you have any questions about the programme, please contact academy@motorsportuk.org

You can find out more about the Co-Driver programme at www.motorsportuk.org/the-sport/motorsport-uk-academy



From motorsport to mobility

Bicester Motion reveals its £140m masterplan to become a centre of excellence for the past, present, and future of mobility

Oxfordshire is the go-to setting for high-tech manufacturing, science, and innovation eco-systems for the UK and beyond. In the next evolution for Oxfordshire as a technology hub of the UK, Bicester Motion is to become a 444-acre destination for the past, present, and future of mobility.

Bicester Motion is already home to Bicester Heritage, a campus serving 50 leading specialists. Its community ethos is unique. At Bicester Heritage, businesses can take a collaborative approach in developing and protecting the future of the historic car industry. Now is the turn of mobility and innovative transport solutions.

The specialist community continues to diversify, with the addition of several new tenants within The Command Works area of Bicester Heritage: electric performance car manufacturer, Polestar, electric motorcycle manufacturer Zapp Electric Vehicles, Zero Petroleum, Neom McLaren

Formula E, and vehicle insurers Hagerty have all occupied space on the campus.

Polestar's first UK Commercial Headquarters will support approximately 8,000 customers per annum, advancing the brand's global ambition to deliver 290,000 vehicles by 2025.

Zapp EV global experience centre will offer visitors the chance to try one of their high-performance EV motorcycles.

McLaren's Formula E Team reaffirms its commitment to the third generation of Formula E. The recent acquisition of EV technology is part of its ongoing sustainability journey.

Zero Petroleum will establish a 10,000ft² 'Laboratory Zero', as it continues to produce fossil-free synthetic fuel as part of a joint development project with the Royal Air Force.

The next quarter for delivery, Innovation is set across six buildings. For pioneering businesses looking to draw inspiration

for new technology and mobility solutions, this quarter benefits from the synergies offered by a campus in the heartland of technology and motoring.

Proximity to major transport links and international airports, mean that Oxfordshire continues to draw the brightest minds in science, mobility, and innovation. Silverstone and Gaydon are easily accessible via the M40 corridor.

For more information

For the latest information on tickets to Bicester Heritage's Scramble events and specialist businesses, please follow LinkedIn and Facebook. For more information about Bicester Motion, see www.bicestermotion.com



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Innovation

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Experience

An immersive environment for leading motion brands to showcase new technologies and products, as well as providing experiential leisure activities with a range of new tracks and an off-road course.

Wilderness

A wilderness park, promoting health and wellbeing with outdoor activities in the Oxfordshire countryside.





From Motorsports teams and tracks to competitions and events, our team is a **well-established market leader**

Entertainment of all types is a foundation of our business, from 100 years of Hollywood to over 25 years of Motorsport. We are committed to supporting the Motorsport sector through innovative insurance partnerships to support all aspects of the Motorsport industry including live events, contingency and manufacturing Insurances.

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Sustainability News

Sustainable fuel on track

Mazda establishes benchmark lap times at UK racing circuits using sustainable 100 per cent fossil-free fuel

A production standard 184ps 2.0-litre Mazda MX-5 Roadster S established a benchmark lap time for a zero fossil fuel sustainable fuelled car at a racetrack in each of the UK home nations.

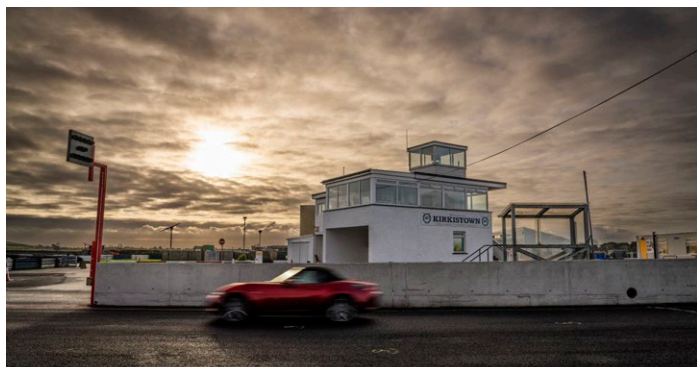
Powered by SUSTAIN 100 per cent sustainable road fuel from Coryton, the unmodified Mazda MX-5 set a lap time at Anglesey Circuit in Wales, Oulton Park

in England, Knockhill in Scotland, and Kirkistown in Northern Ireland across a week in which the car also drove from circuit to circuit on sustainable petrol.

The second generation Coryton fuel was created using 100 per cent agricultural waste, such as straw, by-products and waste from crops which wouldn't be used for consumption.

Highlighting the role sustainable fuels can play in de-carbonising both road cars and motorsport – the establishment of benchmark lap times also highlights how sustainable fuels could complement Mazda's Multi-Solution approach to achieving climate neutrality.

Find out more at <https://coryton.com> and <https://www.insidemazda.co.uk>



Lapping the home circuits of Kirkistown, Anglesey, Oulton Park and Knockhill

CLIMATE CHANGE

Thursday 10 November was Youth and Future Generations Day at COP27. On the Blue Zone main stage, the conference's only sporting event featured a panel discussion on motorsport's unique ability to inspire mass transition to zero emission vehicles. The panel heard from leaders in the industry about the global perspective on the motorsport industry's contribution to tackling the climate crisis through both technology and engagement with young fans.





Specialists in Motorsport finance

Credo can help spread the cost of your expanding racing entourage

Credo Motorsport Finance, a trading name of Credo Asset Finance Ltd, has a long-standing relationship with team Virtuosi Racing and is sponsoring the team's first Formula 4 challenge for 2022 and onto 2023.

The series was pinpointed by Virtuosi as the ideal starting point for the team to take on and develop the best young drivers around, by bringing them into the Virtuosi family and helping them to climb the FIA motorsport ladder.

Virtuosi is a team built on collaboration. The dedication to positive team spirit is well emphasised and established throughout the paddock; values that are core to Credo's business ethics.

Credo is a multi-award winning asset finance business, part of the larger STAR Asset Finance Group. Its ability to access funding from a wide-ranging panel of the country's biggest, most competitive finance houses, and its own significant funding book makes it an ideal partner for those competing in the motorsport world. With a dynamic business approach, Credo has access to flexible terms and competitive rates to allow you to fund everything from buying your car or bike, a trailer, pit equipment, team transportation, or a transporter or motorhome to make those race weekends more comfortable.

"The working relationship we have with Credo Motorsport Finance is truly amazing. Everything runs so smoothly, there is no hassle, and the team are always on-hand to help or advise whenever you need it. Credo has played a huge part in the expansion of our team from F2 into F4 and we cannot thank them enough for their help and support"

Mark Salmon – F4 Manager Virtuosi Racing

"We're really fortunate to have known the Virtuosi team for a few years now, having been involved with their F2 team for the past few seasons. When they told us of their plan to enter the F4 market, we jumped at the chance to be a part of it."

Lewis Buckley – Business Development Manager at Credo Asset Finance.

Credo's support of the Virtuosi F4 team is focused off track, giving them the infrastructure support from a business aspect. This enables them to go out and race to the best of their abilities. Credo Motorsport Finance specialises in Competition Car Finance, Race Transporter Finance, Engineering Equipment Finance, Everyday Vehicle Finance, Hospitality Trailer Finance, with the added benefit of offering finance outside of racing for your personal or business requirements. For more information go to: credoassetfinance.com

2022 Motorsport UK Board appointments

Motorsport UK is pleased to announce the appointment of Katrina-May Kwan and Nick Pontefract to the Board as Independent Non-Executive Directors

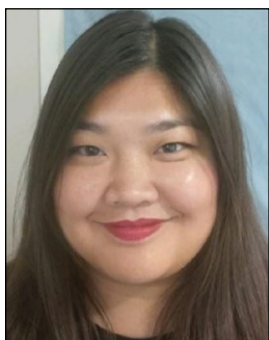


Nick Pontefract

Nick Pontefract joined Sport England in 2018 as Chief Strategy Officer where he has led the development and delivery of their new strategy to tackle inequalities in grassroots sports participation. He is a former Senior Civil Servant at the Department for Digital, Culture, Media and Sport, where he worked from 2005, including leading the bid for the Birmingham

2022 Commonwealth Games. He was also a Board member of Yorkshire 2019 Ltd, the organising committee for the 2019 UCI Road World Championships.

“I’m delighted to be joining the Motorsport UK Board at a really exciting time,” commented Nick Pontefract. “As a big motorsport fan, I can’t wait to bring my professional expertise to bear in helping deliver a really positive and forward thinking strategy in a sector I really care about.”



Katrina-May Kwan

Katrina-May Kwan has a demonstrated history of working in financial services and professionally executing Equality, Diversity, and Inclusion strategies within the industry.

Leading Head of Risk Strategy, Planning & Governance at Wells Fargo Bank, Katrina holds the role of Co-Chair of EMEA Diversity and Inclusion Council at the organisation, developing

opportunities and broadening representation in the workplace. Chair of Cumberland Netball Club, London’s largest club, Kwan also acts as Equality, Diversity and Inclusion Officer at England Netball – London and South East Regional Management Board.

“I am honoured to be joining the Board and can’t wait to immerse myself in the fantastic world of motorsport,” said

Katrina-May Kwan. “I look forward to working with everyone at Motorsport UK and its members, volunteers and clubs to deliver continued success and inclusion in the sport over the years to come.”

Alongside the new appointments, Catherine Bond Muir, Chris Cooper, and Roger Wills have been reappointed to the Board as Independent Non-Executive Directors.

Helen Bashford-Malkie has stepped down from her post as Board member and Chair of the Women in Motorsport Subcommittee. Motorsport UK sends its thanks and gratitude to Bashford-Malkie for her contribution to the organisation.

Following October’s Motorsport UK Council meeting, David Lapworth (Technical Committee Chair and Sustainability Committee Chair), Richard Norbury (Judicial Committee Chair), and Nicky Moffitt (Rally Committee Chair and Safety Committee member) have been re-elected to the Board by the Council.

David Richards CBE, Chair of Motorsport UK, commented, “On behalf of Motorsport UK, we are delighted to welcome Nick and Katrina-May, two highly experienced individuals, to the Board.

“Both Nick and Katrina-May have different vantage points across governance, business and sport that will prove to be a major benefit to Motorsport UK. As we seek to enhance the position of motorsport within government, ensuring the long-term sustainable future of the sport, both Nick and Katrina-May will play a pivotal role in supporting and guiding the organisation on the opportunities ahead.

“We’re delighted to welcome back the reappointed Independent Non-Executive Directors as well as our members voted to the Board by our Council. We look forward to continuing our close working relationship with all of them.

“I must also express my thanks to Helen Bashford-Malkie, who has made an extraordinary contribution to the Motorsport UK Board.”

The full Motorsport UK Board:

- David Richards CBE – Chair
- Tom Purves – Council Chair
- Hugh Chambers – CEO
- Catherine Bond Muir
- Karun Chandhok
- Chris Cooper
- David Lapworth
- Katrina-May Kwan
- Nicky Moffitt
- Richard Norbury
- Nick Pontefract
- Roger Wills



You could represent Motorsport UK in the 2023 FIA Karting Academy Trophy

Applications are now open to represent Motorsport UK in a prestigious international championship for 12–14-year-olds

The FIA Karting Academy Trophy is a unique competition designed to pit the best young kart racers from around the world against each other on equal terms. Drivers are randomly assigned karts with OTK chassis and equipped with Vortex engines from the OK-Junior category, plus a controlled tyre.

Motorsport UK has an impressive record in the competition, with the last three representatives finishing in the top 10. For 2023, the national governing body will once again guide and support the chosen driver in their preparations, as they fly the Union Jack in the international competition.

The FIA Karting Academy will unfold over three rounds between May and July next year, with dates and locations due to be confirmed shortly by the Fédération Internationale de l'Automobile (FIA).

Dan Parker, Karting Manager at Motorsport UK commented, "The FIA Karting Academy provides a unique opportunity for drivers to represent Motorsport UK on the global karting stage. Competing against some of the best junior kart drivers in the world, giving drivers the opportunity to master some of the best karting tracks in Europe, is an invaluable experience for a driver's career development.

For the 2023 FIA Karting Academy, the selection process to find the young driver that will represent the nation will involve two stages, which will take place in the new year. Stage 1 will involve fitness and simulator testing, with Stage 2 being a practical kart driving assessment.

Applications will be considered from competitors who have experience participating in the Wera Tools British Kart Championships – activity in non-Motorsport UK licenced Championships will not be considered. Competitors must also hold a valid UK passport, hold (or be eligible to hold) the relevant international competition licence, entrant licence and must be able to commit financially to the entire competition.

Eligible drivers must be born in 2009, 2010 or 2011 and be at least 12 years old (or reach their 12th birthday in 2023) and not be older than 14 years of age as a maximum (not reaching their 15th birthday before 31 December 2023).

Please note that any drivers who have scored point(s) in a FIA Karting European or World Championship OK-Junior event, in the previous and / or current year, are not allowed to participate in the FIA Karting Academy Trophy.

To apply, drivers should fill in the online application by clicking [HERE](#) by Monday 19th December 2022.

Following the closing date, the applications will be reviewed by the judging panel and shortlisted drivers will be contacted shortly after. Applications must be submitted with permission from a parent / guardian; however, we do encourage drivers to complete the content of the application themselves.

Please contact academy@motorsportuk.org if you have any questions and you can find out more about the FIA Karting Academy Trophy at www.fiakarting.com

Chris Mount recognised with prestigious Officiel d'Honneur award

Long-serving Motorsport UK official Chris Mount has been recognised with the prestigious Officiel d'Honneur award for his service to the sport for nearly half a century

Having started out first as a trainee at Mallory Park in 1972 and then became a licenced Scrutineer in 1974, Chris Mount progressed to become an International Scrutineer in the 90's, and then a Technical Commissioner in 2002.

He acted as the Chief Scrutineer for the British Racing Drivers Club between 1990 and 2002, and in a similar capacity for MSVR from 2002 through to 2016. For over 35 years, Chris also dedicated his time and expertise to the MG Car Club, between 1985 and 2020.

His decorated career includes several years as the Deputy Chief at the British Grand Prix, Chief at the BRDC Historical Festivals and a whole host of international events, including DTM, Group C, Formula 3000, British GT, and the RAC Rally.

Mount has also played an instrumental role in the training and development of the next generation of scrutineers, serving as the Chair of the Scrutineer Training Group since 1998 and as a presenter at training seminars for over quarter of a century.

His expertise has exceeded the UK's borders in his capacity as a Motorsport UK International Trainer, including visits overseas to other ASNs to help uphold best practice and benefit the motorsport community as a whole.

Mount also spent over two decades on the panel of Motorsport UK's National Court, bringing his knowledge, experience, and expertise from the pit lane to the court room floor.

Motorsport UK is honoured to commemorate Chris' achievements with the Officiel d'Honneur, awarded to officials retiring from active service in recognition of their contribution to the sport.

"I am honoured to accept the Officiel d'Honneur and would like to express my sincere thanks to all those who have helped me to this point," said Mount, on acceptance of the award.

"A special thanks to my wife Penny, and every official and entrant I have worked with over the years."

"Chris has been an amazing servant to motorsport and in particular with the development of Scrutineering, for which we are all very thankful," added John Ryan, Sport and Safety Director at Motorsport UK.

"He has influenced many positive changes, including recognition of experience to fast-track Scrutineers. Over the last three decades Chris delivered training to tens of thousands of officials from trainee to International grades and had a real skill to keep an audience deeply engaged, no matter the subject."

COBRA

Chosen by Champions



Congratulations to Tom Ingram who claimed the 2022 BTCC Drivers Championship

Tom joins Matt Neal, Andrew Jordan, Gordon Shedden and Colin Turkington
as drivers who have won the BTCC Drivers Championship in Cobra seats.

That means that drivers using Cobra seats have won no fewer
than nine of the last twelve BTCC Drivers Championships.

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PHOTOGRAPH OF THE YEAR

Capturing some of 2022's best Motorsport UK action this season

They say a picture tells a thousand words – and its certainly true for a good motorsport picture. Capturing the action, drama, and background story in one frame is not easy, but somehow the professional and amateur photographers around the UK's motorsport venues do it time and time again. Revolution asked those who cover some of the main events to pick their favourites from the season and explain what made them so special.

Result!

Event: GB3 Championship, Oulton Park

Date: 16th April

Photographer:

Stephen Fisher (www.jakobebrey.com)

Luke Browning in parc fermé after winning the season-opening race. This is what it looks like when you start the season by winning the opening race by 10 seconds! Choosing to shoot from a low angle, this shot captures a nice blue sky with Luke suspended in the air as he is jumping out of his car to celebrate with his team.



JEP



Realisation

Event: Brands Hatch

Date: 9th October

Photographer:

Jakob Ebrey (www.jakobebrey.com)

Tom Ingram takes in the moment after securing the 2022 BTCC title. The confetti from the championship podium made a great frame to my picture. Hopefully it did not stain Tom's suit too much!

Virtually victorious

Event: FIA Motorsport Games, esports

Date: 29th October

James Baldwin secured a maiden gold medal for Team United Kingdom. Baldwin took a lights-to-flag victory in the esports final, but it was not all plain sailing. This screen shot captures him in front of the chasing pack, showing the pressure he had to absorb through much of the race before finally taking the virtual chequered flag to claim victory.





Charlie Wooding / www.charliewooding.co.uk

On the bounce

Event: HSTA Trial, Hertfordshire

Date: 8th October

Photographer:

Charlie Wooding

(www.charliewooding.co.uk)

Neil Davies is 'bounced' by long-time friend Dick Dixon to clear a difficult section.

I am always on the lookout for locations where wheels are likely to leave terra firma, and I found this one after about a half-mile trek through the woods. It was very gloomy under the canopy but with the advances in digital technology it was still possible to operate. In a location like this the composition more or less looks after itself, although getting the camera close to the ground helps.

On the rise

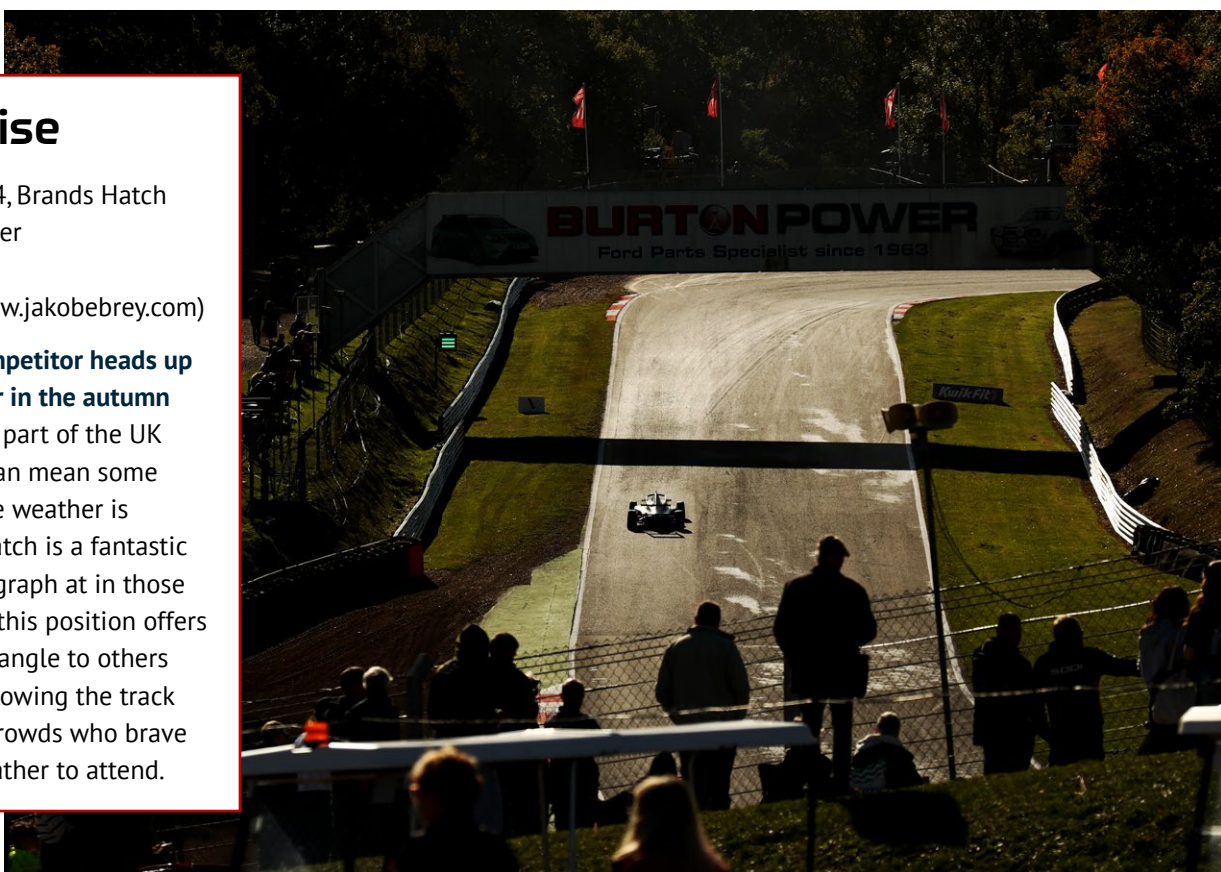
Event: British F4, Brands Hatch

Date: 8th October

Photographer:

Mike Hoyer (www.jakobebrey.com)

A British F4 competitor heads up to Druids corner in the autumn light. The latter part of the UK racing season can mean some great light if the weather is good. Brands Hatch is a fantastic circuit to photograph at in those conditions, and this position offers a very different angle to others at the circuit, showing the track framed by the crowds who brave the autumn weather to attend.



JEP



Side By Side

Event: British Kart Championship, Junior TKM, Rounds 5&6, PFi

Date: 25th September

Photographer: Chris Walker (www.Kartpix.net)

Alfie Garford (1) and Leo Robinson (88) with Leon Frost (7) race to the line in a fight for victory. The Wera Tools British Kart Championships delivers incredible racing with last-ditch efforts for the win often taking place across the line with the chequered flag being waved above. This image of the Junior TKM racers at PFi captures perfectly the 'inner racer' in these two drivers.

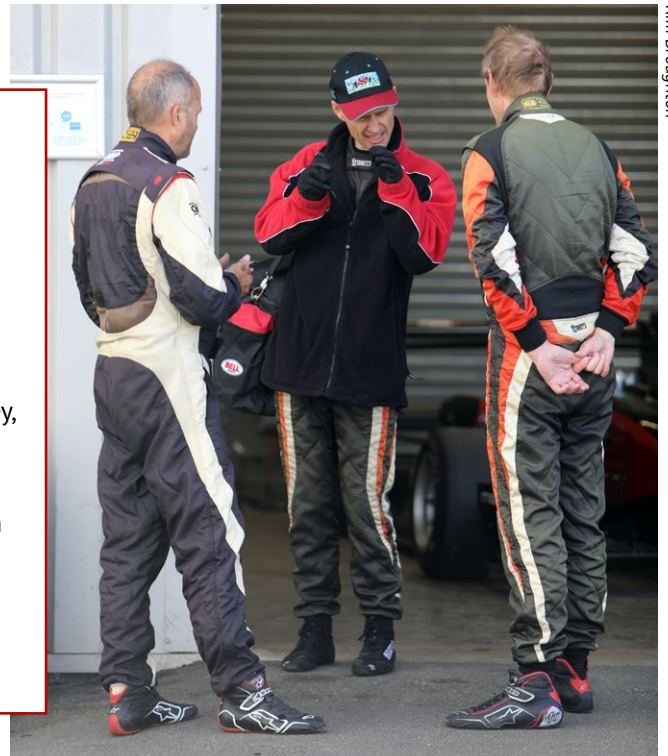
Post-run discussion

Event: British Sprint Championship, Anglesey / Trac Mon

Date: 1st October

Photographer: Kim Broughton

Team spirit in the Paddock. I chose this picture because I felt it showed the camaraderie that exists between the competitors in the British Sprint Championship. This picture was taken at Anglesey, when the championship was very tight at the top with only a few more rounds to go. It shows a post run discussion between the 2021 Champion Steve Miles (left), the 2022 Champion Matt Hillam (centre) and the Championship Sponsor, Steve Broughton (right), who also drives the SBD Dallara with Matt. I was walking back to the garages between trailers when I saw them talking, so rapidly snapped the shot.



Long train running

Event: IAME Round 6 & 7 – PF International

Date: 23-25 September 2022

Photographer: Chris Walker / Kartpix

Kit Belofsky leads the huge field of competitors in an IAME Cadet race. The IAME Cadet class provides some breath-taking racing and requires not just a great drive but a tactical approach to get to the front of the pack. That means the start of the races can produce great scenes like this 'train' at PFi, with Kit Belofsky out front and Jorge Edgar just peeking out from behind ready to make a move.





Clash of Champions

Event: British Rallycross Championship 5 Nations Trophy, Pembrey, Round 8
Date: 28th August
Photographer: Tom Banks

Ollie O'Donovan and Derek Tohill battle for position at the joker lap merge point. Rallycross offers lots of unique opportunities for a motor sport photographer: five abreast starts, gravel sections, sideways racing, and guaranteed action. Another unique element is the joker lap – a longer section of the circuit that all competitors must take once in each race. The 'joker merge' is often a crunch point for drama and this was a case of right moment, right time.

Tom Banks

Under pressure

Event: British Touring Car Championship, Brands Hatch
Date: 8th October
Photographer: Stephen Fisher (www.jakobebrey.com)

BTCC title contenders Tom Ingram and Jake Hill battle through Clearways. Tom was really feeling the pressure from Jake in this race, and he was using every inch of the circuit he could to stay ahead. Using a low down angle allowed me to see Ingram's two wheels lifting, showing that he was really working hard to keep ahead.



JEF

On the town

Event: Dunoon Presents Argyll Rally, Dunoon
Date: 24th June
Photographer: Gavin Brown (West Coast Photos)

The Mitsubishi Evo 9 of Michael Binnie and Claire Mole runs through the closed street stages of Dunoon. Extra lights are fitted on the car in readiness for the two Friday night stages which included a 14-miler. The Argyll Rally was the final round of the 2022 KNC Scottish Rally Championship and was won by David Bogie and Cameron Fair giving them both Driver Co-Driver titles.



West Coast Photos



Through the trees

Event: British Hillclimb Championship, Doone

Date: 19th June

Photographer: Stuart Wing

Scott Moran heading off on his qualifying run at Doone. This was my first visit to the Scottish hillclimb, and I noticed this spot through the trees as I headed back down to the paddock. I thought 'this is perfect for a picture' and it turned out well with this shot.

Eat my dust

Event: AWDC Comp Safari Championship, Walters Arena

Date: 22nd March

Photographer:

Mike Hoyer (www.jakobebrey.com)

Chris Bird drives into the action during the season's opening round.

It was hard to pick a single picture to sum up the championship from this event, as the whole day was full of great action! This wide angle shot helps to show the type of terrain these vehicles compete on, as well as the huge clouds of dust that follow them.



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Ready to roar

Event: British Drag Racing Championship, Super Pro, European Finals
Date: 10th September
Photographer: Dave Jones

Daniel Giles lights up the tyres before a qualifying pass. Daniel carries the No 1 on his of the Giles & Hartley Racing Super Pro Dragster having won last season's national championship. A bumper crowd was out at Santa Pod, so the camera was held high to capture the full bank in the background, with the dragster shot from behind to fill the foreground.

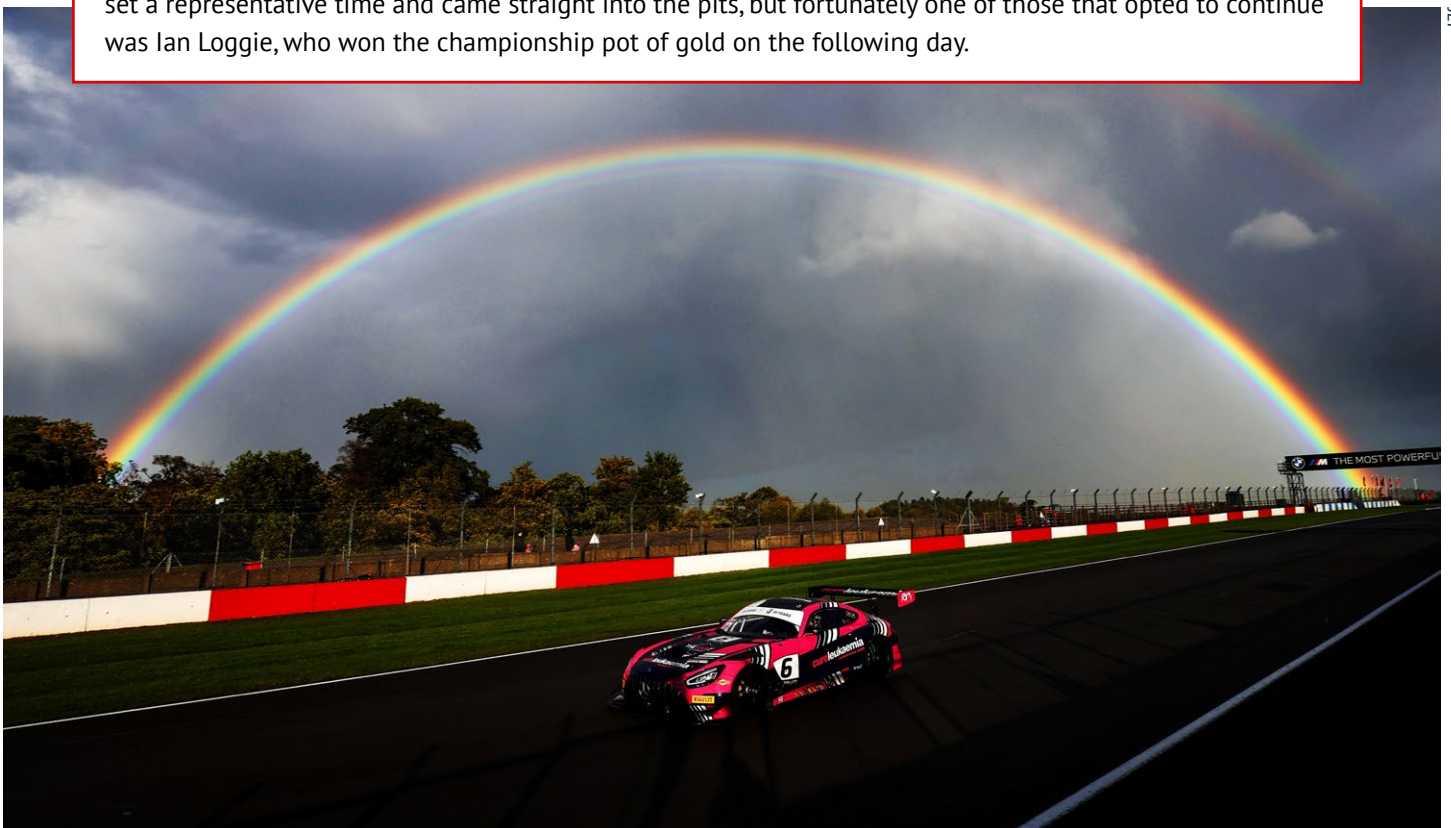


Dave Jones

Chasing gold

Event: British GT, Donington Park
Date: 15th October
Photographer: Mike Hoyer (www.jakobebrey.com)

Ian Loggie under a double rainbow in qualifying for the season's final round. This rainbow appeared during a rain disrupted qualifying session, which called for a change to wet tyres. Most of the cars were unable to set a representative time and came straight into the pits, but fortunately one of those that opted to continue was Ian Loggie, who won the championship pot of gold on the following day.



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Jump to it

Event: British Rally Championship, Nicky Grist Stages

Date: 9th July

Photographer:

Jakob Ebrey (www.jakobebrey.com)

Eamonn Kelly and Conor Mohan on their way to winning the Junior BRC category of the Nicky Grist Rally. Epynt is one of my favourite places for a rally and I've had so many amazing adventures over the years there. On this shot, you can see the red flags flying for the military ranges in the background. It was taken on a remote camera operated from about 100m away while photographing the same jump from another angle!



In the spotlight

Event: British Historic Rally Championship, Rally North Wales

Date: 26th March

Photographer:

Jakob Ebrey (www.jakobebrey.com)

A Mk 1 Escort blasts through sunbeams in a classic forest stage backdrop. I love rallying, it's the best! I used to own a Mk1 Escort, so seeing one blasting through the early morning stages is exactly what rallying means to me. The trees, the sunlight, the dust; there was no need for any composition from me – nature did it all itself.

JEP



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Take part in Road Rallying

When you hear the word Rallying most people think of gravel-spraying cars doing handbrake turns and driving at high speeds – but there is another, far less frenetic side to it. Road Rallies are navigational events that typically take place on public highways and are easily accessible to anyone with a road car and driving licence. These events are also part of the StreetCar initiative, which is a good way to get started.

What are the different disciplines within Road Rallying?

There are several different types of events that you can enter, all focused on navigational challenges with different levels of competitive elements.

Touring Assembly

These are non-competitive events with a social focus, designed to be fun for the whole family. Participants follow a pre-determined, often scenic route on public roads, with directions provided ahead of time. Speeds rarely exceed 30mph, with one or two refreshment and socialising stops. These are often arranged for historic vehicles or specific makes and models of car.

Treasure Hunt or Navigational Scatter

These are fun, social events where participants are given a set of clues, a list of items to collect or a set of 20-30 plot points, each with a question to answer. All teams must determine their own route with the aim of reaching all plot points within a set time limit. They take place on open public roads, with Navigational Scatters typically run at night. They are an excellent entry point to learn navigation techniques and build up teamwork.

12 Navigation Car Rally

Most local motor clubs run these events, which are limited to 12 cars with just about any car permitted to take part. These are more complex events, with crews having to navigate a route through time controls and maintain a time schedule. Competitors are given a precise series of instructions that define the route and must visit plot points in order and at particular times, with the aim of reaching each time control accurately. They take place on open public roads.





M and H Photography

Classic cars are a popular choice of vehicle to go rallying in

Navigational Rally

These are similar to 12 Car Rallies but take place in the evening or night and have no limits on entry numbers.

Road Rally

These tend to have higher numbers of competitors, cover the furthest distances, and sometimes include off-road special tests. Directions are sometimes provided beforehand, to allow teams to pre-plot their routes. They run at night, and are the most advanced forms of Road Rallying.

Targa and Historic Road Rally

These rallies place the competitive element on special tests held off road, typically in the daytime on private land at one or several venues, with cones marking out a set route for a navigator to direct their driver around. Historic Road Rallies often include competitive sections on the highway. The aim is to follow the correct route, with the time penalties possible.



What makes a good car?

Road rallying can be done in a standard car if it has an MOT, is registered and taxed as a private car, and is in neat and tidy order with all loose items stowed properly. It must have a maximum of four cylinders and single rotor Wankel engines are permitted, twin ones are not. Gearboxes must be manual with the traditional H-shift pattern and tyres must be road legal. At the start of each event, the car will be scrutineered to ensure safety and noise limits.

Are there any modifications required?

Cars should have original bodywork but can also be fitted with manufacturer extras, although non-standard wheel arch extensions are not permitted. The interior should contain all original trim, but front seats can be improved or replaced.

What other kit do you need?

You will be navigating through the course, so you need a working odometer, a pencil, rubber and sharpener, a stopwatch (or two if you can) and a piece of cardboard as a platform to write on. Some events will require you to have the correct local Ordnance Survey (OS) maps, and these can be highlighted but must not have information added to them other than that given to you by the organisers. Some events now run on apps, so a well-charged smart phone and dash mount and an in-car charger to make sure it doesn't shut down during the event may also be required. It is good practice to be organised and have a container for essential loose items, so they remain in one place. Some events may require the use of an electronic trip meter, but these can cost upwards of £200 so be sure you want to commit before buying one.

What are the general costs of participating?

Assuming you own a road legal car, at a Taster event, all you will need to pay to get started is the event entrance fee, as the required RS Clubman Licence is free and can be easily obtained from Motorsport UK. For regular club events, a Club Membership is required. Events start at £30 and can be found using the club finder tool on the Motorsport UK website and contacting your nearest club to find out what's on when and where.



How old do you have to be to take part?

A crew must consist of a driver and co-driver. Drivers must be at least 17-years-old, but navigators (non-Drivers) can be as young as 12.

What skills are required for Road Rallying?

The emphasis is as much on navigation as driving skill and in most cases good map reading skills are essential, as the navigator usually needs to use OS maps to direct the driver around the route. In time-controlled events, good time management is also key, because it's just as bad if you check in at a time control too early as it is too late. It is also worth noting control procedures differ from event to event, so be sure to know what they are.

How can you learn the basics?

As Road Rallying is a StreetCar discipline, you can simply contact your local club and sign up to join an event. The organisers will give you all the information you need, so you can just turn up and get involved. It is best to start at the easier end of the discipline – for example joining a Touring Assembly to get to know the different procedures involved – before driving into the deep end. Some 12 Car events will prefill the route in for beginners so they can get the hang of it, and often clubs host tabletop navigations to learn how to read and use the Ordnance Survey maps from experienced club members.

Top Tips for Road Rallying

- Trust each other
- Remember you are there to have fun
- Know how to communicate
- Be organised
- Ask questions before you start

What makes a good team?

The navigator's role is to keep the car going in the right direction and on time. To do this, they need to inform the driver of upcoming features, so good navigator must be well prepared. Route instructions sometimes arrive the day before the event, so it is good to note down key marker points on the documents, either circling in pen or using a highlighter. You also need to work together and understand each other – particularly if there are test sections, as these require quicker response. To avoid penalties or missing locations, you should discuss strategy before the event and decide together what instructions will be given and what they mean. Trust each other – the navigator has the instructions and are most likely to be right; while the driver knows how to drive and does not need back-seat instruction.

How do you improve and progress?

Moving through the disciplines, from easier to harder, is the traditional way to get comfortable and – for those who want to – to become more competitive. Some people treat events as a nice day out, while others are in it to win it. Whatever end of the scale you are, the more events you do, the more familiar you will become and the more enjoyable you will find them.

Is it a stepping-stone towards other forms of motorsport?

There are no international competitions in Road Rallying, so for those who want to progress beyond, it is more used as a route into Stage Rallying, as it helps to build the navigational and driver-navigator communication skills that are required in that form of the sport. 🌀

Some events use private land to test driver and vehicle

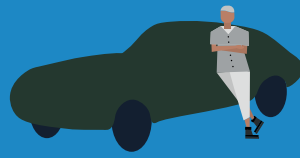


To find out more about Targa Rallying, check out the StreetCar website:
<https://streetcarmotorsportuk.com/targa-navigations>

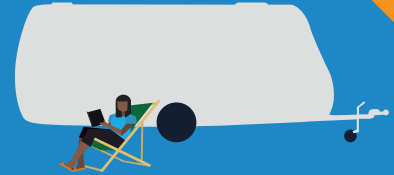
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We love to see what you are up to – here are some of the posts

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 ella_loyd05 Ginetta G56 GT Pro
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 #2022 #ginetta #ginettacars #ginettaG56 #ginettaGTPro #ginettaG56GTPro #snetterton #Xentek #testing #womeninmotorsport #girlsontack

Danny Jones @DannyJonesDAJ
 Awesome to be back out on track with Eva tonight. She's getting better every session. It's hard to believe she's only just turned 8 @ourmotorsportuk @ompracing #Motorsport #Racing #Karting

will_hunt_racing • Follow
 Motorsport UK Academy
 will_hunt_racing A rally driver and seven racing drivers walk into a bar.
 This week I completed the @motorsportukacademy Team UK Futures programme. I want to thank @ourmotorsportuk for making me a better racing driver, as the last two years have been insightful, memorable, educational and a whole lot of fun. I've made some good mates while enjoying so many incredible experiences, and I'm looking forward to starting the next chapter in 2023.
 #WH21 #OurMotorsportUK #DrivingTalentForward

lacycbrammotorsport • Follow
 Careerist
 lacycbrammotorsport Some onboard shots from the Patriot stages
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 An ideal time to give a massive shout out to all those who volunteer and show their support, turning up regardless of the weather, to allow us all to enjoy Motorsport.
 Here are some of the gang from the last @rallycrossuk round at @snetterton but not forgetting those who also join us at the @snettertoncircuit and @mondfelspark rounds.
 Without these people, the events could not go ahead, so to each and every one of you, we thank you for all that you do.

Toby McClane @toby.MCC99
 @Gavin_Keymer you've got this! A challenging final assessment for DMMC Rescue Crew with some shared mental modelling, meaningful interventions and leadership. Good Work 🙌 #motorsport #rescue #student #paramedic #training #evidencedbased #extrication #traumacare @ourmotorsportuk

Cannon Park Primary @CannonParkSch
 Cannon Park Primary
 Year 6 have been exploring the safety features of racing helmets and investigating how steering wheels can help to win races, before designing our own #BTCC #STEM @ourmotorsportuk #SchoolsEducationProgramme

swiftrallycross • Follow
 swiftrallycross FIA Volunteers Volunteer
 An ideal time to give a massive shout out to all those who volunteer and show their support, turning up regardless of the weather, to allow us all to enjoy Motorsport.
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 Without these people, the events could not go ahead, so to each and every one of you, we thank you for all that you do.

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Motorsport movies to watch over Christmas

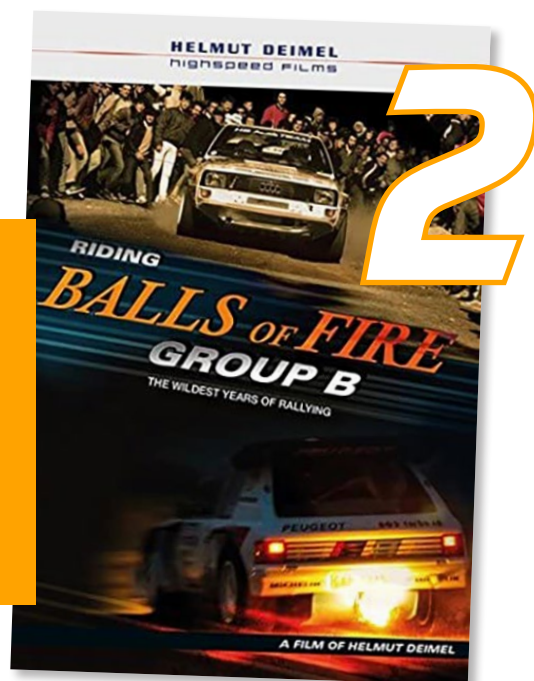
If want a bit of motorsport entertainment while sitting on the sofa digesting dinner during the festive period, here are some of the best action films, docudramas, and documentaries for your viewing pleasure. Some are obvious, others less so.



Rush

Formula One, 2013, 2h 03mins

This is a highly acclaimed dramatisation of perhaps one of the most intense and dramatic stories motorsport has ever known. Directed by Ron Howard and with star roles played by Chris Hemsworth as James Hunt and Daniel Brühl as Niki Lauda, it was described, appropriately, by Total Film as “an adrenaline-fuelled triumph.” An impressed Lauda, on first watch, described it as “very accurate”.



Group B: Riding Balls of Fire

Rallying, 2021, 1h 40mins

The short period of Group B rallying was undeniably the sport's wildest era, and this documentary provides a dramatic and fascinating flame-belching lookback at how these 500bhp mega beasts grew out of control. Using archive footage of the supercars in their prime, it follows the extreme pace of evolution between 1983 and 1986. It includes conversations with leading characters and details a very special time.



Queen of Speed

Rallying, 2021, 2h

This documentary follows French rally driver Michele Mouton as she picked her way through the male-dominated world of rallying to rise to the top in the 70s and 80s. In an era that Mouton describes as “the beginning of the big revolution and the feminist movement” the film shows just how Mouton's competitors viewed her compared to how she viewed herself. An inspiring story that still cuts through today.

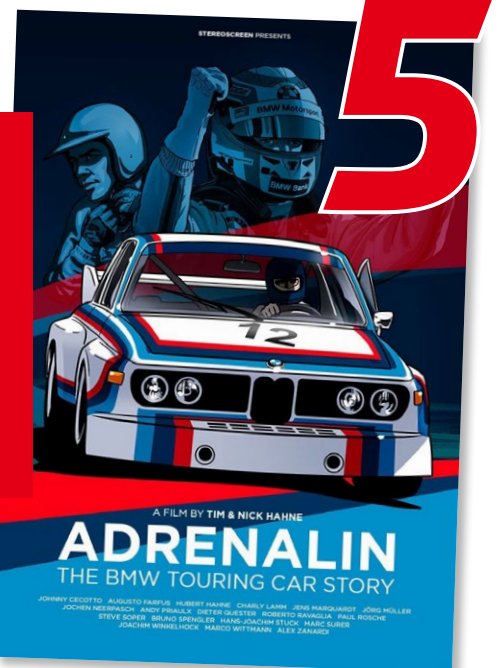
4

Le Mans

Endurance Racing, 1971, 1h 46mins

Another undeniable classic, this fictional movie – which incredibly is now just over 50 years old – stars Steve McQueen as Michael Delaney, a Porsche driver haunted by the memory of an accident at the previous year's race in which a competing driver was killed. It is filled with fast-paced action of the legendary era's majestic machines, with much of the footage filmed on location in 1970, including from cameras on a car entered into the race by the production company specifically for filming.

Paramount Home Entertainment



Adrenaline

Touring Cars, 2014, 2h 03mins

BMW buffs can revel in the brand's successes with this in-depth documentary. Covering 50 years of Touring Car action, it involves legendary drivers and classic cars from five decades and shows how the sport has evolved from the drifters of the 1960's through to the latest BMW M4 tin tops in the DTM. This is some of the best that touring car racing has to offer.

6



Ford vs Ferrari

Endurance Racing, 2019, 2h 32mins

An all-star cast made this drama stand out from the crowd as it tells the true story of a Le Mans classic. With Matt Damon as American car designer Carroll Shelby and Christian Bale playing his British driver Ken Miles. The film recounts the tale of US car giant Henry Ford's challenge to Italian motorsport legends Ferrari at the classic 24-Hours race and combines plenty of action with some compelling human drama.

Honourable Mentions

If you are eager for more, here are a few other options to dip into. In Formula 1, **Ferrari: Race to Immortality (2017)** tells the story of the legendary Italian Scuderia in the 1950s while **Williams (2017)** follows the rise of the British team created by Sir Frank Williams. The simple-titled 1 covers the thrills and spills of F1's 'golden era' in the 60s, 70s and early 80s, while **Senna (2010)** gives a great insight into an F1 legend. Touring Car fans can delve into history in **BTCC: The first 50 years (2015)** – or binge-watch **On the Limit (2021)** to see the drama of the 2021 season. And from the US, the legendary tale of Willy T. Ribbs is told in **Uppity (2020)**, and a story of rookie racing plays out in **The Gentleman Driver (2020)**.

IN NUMBERS

Hill Climbing has been part of British motorsport since the early days, with many famous drivers, including Sir Stirling Moss, having competed on the hills. It is the 'oldest' British motorsport championship, having celebrated its 75th Anniversary in 2022. Here are some of the numbers behind the discipline

The typical number of competitive runs, which come after a minimum of two practice runs

2

25

The number of bonus points awarded to competitors for breaking the outright hill record during the 2022 British Hillclimb Championship

The year in which the first ever British Hillclimb Championship took place

1947

2,280

The number of hours of marshalling during the 2022 season at Prescott

6,824

The number of competitive hills runs at Prescott Hill Climb in 2022

1997

The year the Association of Hillclimb and Sprint Schools (AHASS) was formed, in conjunction with Motorsport UK

The number of different champions crowned by the British Hillclimb Championship so far

32

6

The number of AHASS schools where you can learn how to Hill Climb

10

The number of UK venues that held rounds of the British Hillclimb Championship in 2022, across England Scotland, Northern Ireland, and the Channel Islands

254

The height, in millimetres, of the black metal timings strut that breaks the beams in a Hill Climb. This must also be 51mm wide and positioned not more that 200mm from the ground

16

The age at which you can get the RS Inter Club Competition Licence needed to enter

598

The number of British Hillclimb Championship run-offs that three-time champion Trevor Willis has qualified for during his twenty-three years at the top of the sport

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 9th November 2022

Tony Scott Andrews (Chairman), John Hopwood, Ian Watson

EAP J2022/28 Stewart – Disciplinary

Mr Mark Stewart is summoned to appear before the Court pursuant to General regulation C.2.6.2 for consideration of the imposition of a further penalty.

Stewart was competing in an Interclub event at Kirkistown on 24th September driving his Ford Fiesta. His car was struck by another competitor which caused Stewart's car to spin and collide with the barriers at a speed put by Stewart at 70mph.

Once the car had been recovered Stewart sought out the other driver whom he found in parc fermé and a "heated incident" ensued from which Stewart had to be restrained by a Scrutineer.

The matter was referred to the Stewards who, upon enquiry, found Stewart guilty of an assault, a breach of GR C.1.1.9 and accordingly ordered the suspension of his licence for thirty days and referred the matter to Motorsport UK for further consideration.

Stewart appears before the Court by way of a video link and, as he did before the Stewards, expresses his regret for his actions that day, accepts that they were unacceptable and offers his apologies. He explained that this was not the first time he had suffered the consequences of that same driver's

actions and having just sustained a severe impact with the barrier which saw the destruction of his race car, a car which he had raced for seven years, he "saw red", he had had enough, was "furious and full of adrenaline."

Stewart accepts that he should have first referred the incident to the Clerk of the Course, but he wanted to tell the other driver precisely what he thought of him and his driving. He admits that he used strong language but denies making any physical contact with the other driver.

The Court accepts Stewart's apology and notes that the other driver concerned was disqualified and has been barred from competing further at Kirkistown until at least 2024. Notwithstanding that and, as Stewart readily accepts, there is no excuse for his behaviour that day, however great the provocation may have been.

The Court therefore orders that:

1. Stewart's licence be suspended for twelve months.
2. The suspension itself be suspended for twelve months (GR C2.1.3)

Tony Scott Andrews, Chairman
9th November 2022

Sitting 9th November 2022

Tony Scott Andrews (Chairman), John Hopwood, Ian Watson

J2022/29 Flaherty – Disciplinary

In the Matter of Motorsport UK v Mark Flaherty

Flaherty is summoned to appear before the Court to answer charges that he has failed to pay two fines, each in the sum of five thousand Euros, imposed by the Stewards of the FIA RX2E Championship.

Mr Mark Flaherty appears in person.

Mr Jamie Champkin appears on behalf of Motorsport UK

Having heard from both parties it is ordered, by consent, that this matter stands adjourned until the next sitting of the National Court the date of which will be communicated to Mr Flaherty.

Tony Scott Andrews, Chairman
9th November 2022

Sitting 9th November 2022

Tony Scott Andrews (Chairman), John Hopwood, Ian Watson

J2022/30 Edgerton – Disciplinary

Edgerton is summoned to appear before the Court, it being alleged that his driving standards were in breach of: GR A.10.1.4 and C.1.1.4.

Edgerton appears before the Court and is represented by Mr Benjamin Langley.

Motorsport UK is represented by Mr Jamie Champkin.

Leave is given to Motorsport UK to withdraw the charge under C.1.1.4. Mr Langley advises that Edgerton accepts his breach of A.10.1.4.

Edgerton is a competitor in the Porsche Carrera Cup GB.

On 11th June this year Edgerton was given a formal written reprimand at Oulton Park for breach of GR Q.12.21.4.

On 25th September at Silverstone Edgerton was given a three place grid penalty effective upon his next race, again for breach of Q.12.21.4.

On 9th October Edgerton was disqualified from the results of the race at Brands Hatch, once again for breach of Q.12.21.4.

On each of the above occasions due process was followed as required by the General Regulations of Motorsport UK and Edgerton has accumulated a total of nine points on his licence.

This matter has come to the attention of Motorsport UK who consider Edgerton has failed to maintain the highest standards of driving behaviour (A.10.1.4). It is this charge which Edgerton accepts.

Mr Langley, for Edgerton, advises the Court that Edgerton is just eighteen years of age. Upon enquiry by the Court, it would seem that Edgerton's racing experience is limited to half a year's karting, followed by half a year in Ginetta Junior, and a year without racing, before graduating to two years with the Porsche Sprint Challenge and now to the Porsche Carrera Cup Challenge itself for which merely a National grade licence is required.

The last penalty applied resulted from an incident at Brands Hatch which received considerable media attention and arose from what appears to the Court to have been a comparatively minor contact between the car driven by Edgerton and the rear of the preceding car.

That incident does, however, show that even a slight contact can have appalling consequences.

The Court considers it entirely correct that Motorsport UK should endeavour to ensure that motorsport continues to be a non-contact sport, to monitor incidents such as these and, where appropriate, to bring them before the Court.

The Court recognises, however, that in this instance the driver is young and has comparatively little experience of circuit racing and certainly not at the highly competitive level of the Porsche Carrera Cup Challenge.

The Court accepts the assurance given by Edgerton that he understands the need to take professional advice and training to improve his driving standards and race craft and that he will undertake such forthwith.

The Court takes note of the existing penalty points system and considers it appropriate to deal with the circumstances of this case.

The Court accordingly orders that should Edgerton receive a further penalty or penalties prior to the 10th June, 2023 which results (or would result if applied at the date of this hearing) in a total of three further penalty points accruing on his licence, that licence will be suspended for a period of three months and no other licence is to be issued during such three month suspension.

Tony Scott Andrews, Chairman
9th November 2022

>>>>>

Sitting 9th November 2022

Tony Scott Andrews (Chairman), John Hopwood, Ian Watson

J2022/31 Xentek Motorsport – Mikey Doble – Appeal

This is an Appeal lodged by Xentek Motorsport against a Decision of the Stewards made at Donington Park and dated 16th October this year, which Decision imposed a three second time penalty and three points on the licence of their driver Mikey Doble.

Before the Court are:

Miss Sarah Franklin, solicitor, on behalf of Xentek Motorsport and Mikey Doble

Mikey Doble

Eddie Ives on behalf of Elite Motorsport

Jamie Champkin representing Motorsport UK

The facts are that Mikey Doble, entered by Xentek Motorsport and driving car No 88 and Harley Haughton entered by Elite Motorsport and driving car No 20, were competing in a round of the Protyre Motorsport Ginetta GTS Challenge.

Elite Motorsport was also the entrant for Will Jenkins who was driving car No 30 in the same race.

At the conclusion of the race Ed Ives Elite lodged a Protest against Doble alleging that “Car 88 passed car 20 under Safety Car boards on lap 1.” The Protest form shows that the competition number in the event was 30.

The Clerk’s decision that “No action taken” was because “the move was being made as the flags came out.”

Elite then appealed this decision to the Stewards in terms that “Car 88 passed car 20 while yellow boards / flag displayed at Macleans on lap 1 as shown by onboard video from car 20.” The Stewards upheld the Appeal and imposed the penalty referred to above on Doble. It is this decision which is the subject of this Appeal.

Miss Franklin makes two interesting procedural points, effectively as a preliminary issue, and, as a result, argues that

the Appeal should succeed without the need to consider the matter further.

First that the complaint of overtaking when such was prohibited was an issue between only the two cars involved, which were cars 20 and 88. Car 30 had no standing in the matter, was merely a third party, was not entitled to lodge the protest and that the Protest and subsequent Appeal were, in reality, made on behalf of car 30 to benefit its Championship position.

Secondly that the facts complained of in the Appeal to the Stewards differed from those referred to in the original Protest. i.e., first “Safety car boards” and later “yellow boards / flags”.

As to the first, the Clerk dealt with the matter as being between cars 20 and 88. The error, if such it was, in the reference to car 30 in the Protest, had been corrected to car 20 in the subsequent Appeal, the Stewards having given permission to Ives “to amend his appeal form as he had written an incorrect car number.”

As to the second, although the Protest refers to passing under Safety Car boards, in circumstances where all the boards had not yet been shown, the Clerk actually dealt with the matter as one of overtaking under yellow flags which would obviously be shown under Safety Car conditions, and such is confirmed in his decision.

The Court finds that the reference by Elite to “flags” in their Appeal is not inconsistent with the subject of the proceedings before the Clerk and that the same issue of flags was what was before the Stewards.

In the circumstances this Appeal proceeds.

The facts, simply put, are that as cars 20 and 88 approached the right hand corner, Macleans, at which there is a marshal’s post on the outside of the track, car 88 began to overtake car 20 on the inside of the track. It is accepted by both parties that the overtaking manoeuvre had been completed by the time the



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For further information regarding the work of the Trust, and details of the available grant categories – including guidelines on eligibility and how to apply – please see the Trust’s website at www.bmstt.org

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

Rod K Parkin, Chairman of the Trustees

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cars reached the light panel situated a short distance beyond the said marshal's post. There is no suggestion that the cars did not comply with the light panel which was indicating the presence of a Safety Car on the track. Elite, however, contends that while the overtake had been completed by the time the cars reached the light panel, it had certainly not taken place before the marshal's post which was displaying a yellow flag.

Doble, however, maintains as he has done throughout, that while there may have been some activity by the marshals with a view to displaying a yellow flag and, presumably also a Safety Car board, the flag was certainly not being shown at the time he overtook.

The issue is therefore whether or not a yellow flag was properly displayed.

The Court has heard evidence from the driver Doble and seen visual recordings.

The Court has considered the respective speeds of the cars and finds from the in-car taken from Elite's car 20 that it did not slow as one would have expected had their driver, Harley Haughton, seen a clearly displayed yellow flag but actually accelerated before reaching the light panel.

From the evidence of Doble and visual recordings placed before the Court, this Court is satisfied that no yellow flag was properly displayed such as to prevent an overtaking manoeuvre.

This appeal is accordingly allowed.

The appeal fee is to be refunded.

Mikey Doble is to be re-instated in the results.

The championship points are to be recalculated and both they and the amended results are to be re-issued.

Tony Scott Andrews, Chairman
9 November 2022

Sitting 9th November 2022

Tony Scott Andrews (Chairman), John Hopwood, Ian Watson

J2022/32 Tom Stoten – EAP

This is an Eligibility Appeal brought by Mr Tom Stoten against the Decision of the Clerk of the Course made at Oulton Park and dated 13th August this year.

Stoten was a competitor in a round of the Sports 2000 Championship. In post-race scrutineering the Eligibility Scrutineer considered that the side plates of Stoten's car contravened Championship Regulation 5.6.2.3.

The Non-compliance form submitted to the Clerk of the Course stated that Stoten's car "was in Contravention" of that regulation and quoted an extract from that regulation in terms "No bodywork extension, diffuser extension of the underside panel or support structure for the floor that may be considered to aid down force." (is allowed).

In reliance upon that report the Clerk made the decision to disqualify Stoten from the results of the race.

Stoten appeals that decision as the full wording of the regulation for breach of which he was disqualified was not set out by the Scrutineer in the report before the Clerk.

In addition to the extract contained within the Non-Compliance form and repeated within the Clerk's Decision i.e., "No bodywork / diffuser extension of the underside panel

or support structure for the floor that may be considered to aid down force" are the words "is allowed between the inside faces of the rear wheels from a vertical plane connecting the rear wheel centre points... to the rear extremity of the car."

Stoten makes the simple point that the allegedly offending side plates are, as their very name indicates, to the side of the car and not "between the inside faces of the rear wheels". This is confirmed by the photographs submitted by the Eligibility Scrutineer himself.

The Court accepts Stoten's representations and finds that the side plates on Stoten's car do not conflict with the Championship Regulation 5.6.2.3.

This Appeal is therefore allowed.

The Appeal fee is to be returned to Mr Stoten and he is to be re-instated in the results of the race from which he was disqualified.

Championship points are to be amended accordingly and re-issued together with the amended results.

Tony Scott Andrews, Chairman
9th November 2022



Buchan Off Road Tyro

18th December, North East Scotland

Buchan Off Road Drivers Club is looking forward to its last trial event of the year at one of the most versatile venues. There really is something for everyone. The club will be running a Tyro event alongside a Cross Country Vehicle Trial (CCVT). Those taking part in the Tyro can see what they may aspire to, if and when, they get the bug. It is a great site – who knew you could have a boggy bit on top of a cliff? Just make sure you stay within the site boundaries!

www.bordc.co.uk/events



Stanta Christmas Targa

28th December, West Tofts Camp, Thetford, IP26 5EP

Anglia Motor Sport Club, with King's Lynn and District Motor Club, alongside the Sporting Car Club of Norfolk, are organising a Targa Rally at Stanta Battle Ground, near Thetford. This is the third running of the event at this venue with the addition of new tracks. The Targa Rally has several driving tests set out in different layouts which vary during the day.

www.amsc.org.uk/html/22stantatarga.html



Santa is late AutoSOLO

29th January, Curborough Sprint Course, Staffordshire

This year, Owen Motoring Club's annual Christmas blowout has been pushed back to 29th January 2023, hence the change of name, the Santa is late AutoSOLO. Taking place at Curborough Sprint Course, Staffordshire, up to 40 competitors will be offered 12 tests for the price of just £40. Entries and supplementary regulations are now available through the link on Owen Motoring Club's website and Facebook Page.

www.owenmotoringclub.co.uk

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RESULTS

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

British Sporting Trials Championship

Paul Lawrence



Josh Veale, with youngest brother Tristan passengering, won the Johnson sporting trial at Eaton, Leicestershire in November. They lead from start to finish, winning by a ten point margin over second placed Ian Wright, with Peter Fensom completing the podium. Arthur Carroll took live axle honours twelve points ahead of Matt Sharp. This left second and third places in both the Motorsport UK and BTRDA Championships still to be decided in the last round at the Gloucester trial.

Richard and Joe Sharp won the Gloucester sporting trial on Sunday 4th December at Frocester in Gloucestershire. Boyd Webster and Mike Salton completed the podium four and six points respectively behind. Matt and Dawn Sharp took the live axle award by a clear margin from the next driver Sandy Veale. A very healthy entry of 39 was an excellent way to end the season and perhaps bodes well for next year.

Provisional Championship Standings

Overall

1st	Thomas Bricknell	134 points
2nd	Richard Sharp	118 points
3rd	Andy Wilks	109 points

Live Axle Class

1st	Arthur Carroll	133 points
2nd	Bob Packham	128 points
3rd	Matt Sharp	128 points

Bob Packham beats Matt Sharp by 4 to 3 wins

Motorsport UK English Rally Championship

Kevin Money



The final round of the 2022 Motorsport UK English Rally Championship in association with SEACON UK used some of the best and most challenging forest stages in the UK. Nick Dobson went into the event as favourite to take the class-based Motorsport UK English Rally Championship title, having led for much of the year. His task was made easier when one of his main rivals Stephen Petch was a non-starter. Overall winners Jock Armstrong and Cameron Fair finished ahead of Brendan Cumiskey and Martin Connolly, with the first of the English Rally Championship crews, Russ Thompson, and Stephen Link in a very creditable third place.

Final Championship Positions

1st	Nick Dobson	114 points
2nd	Nathan Wearden	103 points
3rd	Russ Thompson	94 points

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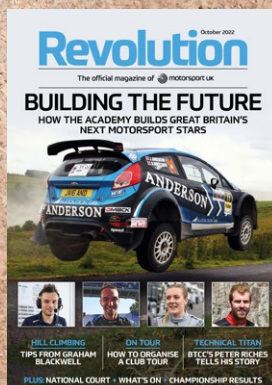
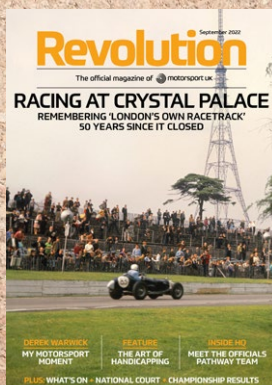


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