


Revolution

January 2023

The official magazine of  motorsport uk

A MEMORABLE YEAR FOR MOTORSPORT



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CEO's MESSAGE



As we enter 2023 there is no doubt that the prospects for the year ahead are widely regarded as challenging. I think that for the last couple of years I could have expressed a similar sentiment; although of course three years ago, in January 2020, we had no idea what was about to be unleashed on us by the

Coronavirus. After these years of massive global disruption, we had all rather hoped that this year we could enjoy getting back to a semblance of normality. Having said that, it was always logical that following such turbulent events, and in particular the financial first aid that global governments have lent to the economy, it would only be a matter of time before we entered a corresponding period of downturn.

The good news is that the economists are predicting this should be a relatively short period of economic turmoil and that within this year the key metrics of economic health will return to the more normal long-term trend. In fact, as I write this the price of a barrel of crude is at \$80 and natural gas prices are actually below the level they were before the invasion of Ukraine.

I am pleased to say that despite the challenges of the last three years we have made substantive progress in many areas of the sport, which has proven to be fundamentally robust, and that gives us real hope for the health of UK motorsport this year.

As a general measure the number of licences that we issue reflects the size of our community, and in 2022 we began to get close to the pre-pandemic levels. In some disciplines those numbers exceeded those of 2019, and in particular circuit racing actually had a record level of licence holders in 2022, with 11,514. That reflects the strong customer demand and the high quality of service delivery that the circuit operators and clubs provide to their competitors. Other disciplines are buoyant, and in general our grassroots community continues to thrive with thousands of events taking place across the UK in a myriad of different categories. This is reflected by the success of our free RS Clubman licence that attracted 25,492 members in 2022 compared to 20,806 in 2021. This entry tier of licence, launched in 2020, registers the community that previously competed via their membership of their local motor club. This has allowed us to engage with a community that now represents approximately half of our total competition licence members. The fact that it has grown significantly is due to the hard work of our member clubs who have done such a great job in promoting grassroots motorsport and welcoming new competitors across the UK.

One of the perennial challenges in any sport is attracting more young people to take part either as competitors or in volunteering. Karting has traditionally been the entry point into the sport for many young people, in particular those who aspire to a progression into circuit racing, especially as it basks in the halo of the F1 stars who first cut their teeth in karts. However, just as this aspirational link to the higher echelons of circuit racing has grown so have the budgets associated with progressing to the top levels of karting. This is testing the affordability for the 'parent and child' privateer competitor, (which was the way that I started in the sport in my early teens with my father and everything loaded on a trailer behind the Morris Marina). As a result, the talent pool of those that can progress in the sport has naturally shrunk and is firmly limited to those who have adequate budgets to take them all the way.

One of the other things we are very conscious of is the lack of proportionate representation of UK demographics across all of motorsport, but in particular in circuit racing and karting where despite the role models of drivers such as Lewis Hamilton and Susie Wolff we have not broken through to a more representative reflection of society.

In a strategic move to break this model of unaffordability and lack of diversity, we have pushed hard to extend our definition of kart competition beyond the traditional highly evolved racing machines that have for so long been the backbone of Motorsport UK karting and have extend into more accessible karting – including Arrive and Drive, and indoor karting. In the former category we have fully embraced Club100 and the Daniel Ricciardo Series as championships that now compete under a Motorsport UK permit, enjoying all of the benefits that brings and most importantly the insurance cover which is unmatched anywhere else. Club100 alone has brought over 2,000 new competitors to Motorsport UK using our KX Licence, and it represents a bridge between the pure leisure industry and the professional racing of the British Kart Championship. Run by the effervescent John Vigor, who incidentally is taking over the reins of Chair of the Kart Committee from January this year, Club100 has just celebrated 30 years since the first race at Buckmore Park (I remember it well being part of that first cohort of drivers). Club100 has continued to invest in better and better equipment (now running Birel chassis with Rotax engines) and innovate with the introduction of cadets from eight years old into their series from 2022, to add to the junior categories that were introduced a couple of years ago.

The partnership that Motorsport UK has with TeamSport indoor karting goes from strength to strength, and its own internal league table drivers can sign up to our KI, or indoor kart licence. We now have over 7,600 licence holders having grown from a little over 4,000 the year before. At the heart of that community

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sits the British Indoor Kart Championship (BIKC) which must count as the biggest championship in British motorsport with over 5,000 entrants. Drivers take part in local heats at the 35 TeamSport tracks, progressing to regional and eventually national finals. With over 1.8 million customers each year through the doors of TeamSport, this is precisely the area in which we can attract a completely different demographic and vibrant new member base that breaks free from the traditional patterns. The winners of the BIKC that finally stepped on to the podium were particularly impressive after such a wide national hunt. The winner, who only started karting at his local track some six months before, firmly endorsing the theory that we can unearth some fresh talent. There are exciting plans in 2023 to further extend this programme.

Of the other highlights in the year, we partnered with Silverstone to deliver the organisation of the British Grand Prix, which was by any measure, one of the most exciting and well attended on record. Motorsport UK took over the running of the British F4 Championship at the start of 2022, and with the introduction of a new generation of car from Tatuus Abarth, it was a bold venture to claim back the UK's pre-eminence in attracting the brightest young drivers from around the world in their transition into single seater racing. The project proved to be a great success and by the end of the season we saw 20 drivers on the grid and Alex Dunne from Ireland crowned as champion, who at the same time managed to finish second in the Italian F4 Championship as well. As part of the TOCA / BTCC package, the F4 Championship attracted important levels of sponsorship and media coverage and promises to grow even stronger in 2023. The 2022 British Kart Championship completed 12 championship weekends with over 550 championship registrations. We continued to introduce innovations across the sport in areas of race management and judicial processes all of which are aimed to improve the user experience, and also innovated with tyre recycling programmes with over 1,500 sets of tyres being recycled or re-used.

Beyond circuit racing in the world of grassroots competition we have spoken much about StreetCar this year, and I am delighted with the success that we've achieved with over 45 clubs formally awarded the StreetCar accreditation status. We have received hundreds of enquires from people new to the sport interested in the wide array of possibilities that were previously unpublicised using your everyday road car to compete in a host of exciting events. We have rolled out the concept of Motorsport Month from the original start in the South West, and extended into Anglia and South East with their respective regional associations attracting new members to motorsport through a month-long range of events covering different disciplines organised by local clubs, including taster events for newcomers. Girls on Track has gone from strength to strength with a total of 10 school events being held throughout the year attended by some 900 girls. The Girls on Track UK Facebook community group has increased by 9.7 per cent, and now stands at over 6,500 members. In addition, six webinars have been held covering topics such as Chemical Engineering, Mechanics, Press Officer, Rallying, Powertrain Engineers, and Securing your Dream Job in Motorsport. In total nearly 900 community members have attended a webinar. In partnership with University College London (UCL), an event for prospective engineering students was held with 40 Girls on Track members attending. This was held as a trial, and following the positive success and demand for tickets, further events are planned for 2023.

On the sporting and safety side we have many important developments, including the deployment of light panels at seven race circuits in the UK, a joint venture between Motorsport UK, the British Motor Sport Safety & Training Trust, and the circuit owners. This means that the UK now leads the way in this important safety innovation and will undoubtedly provide important benefits to not only competitors, but also marshals and other volunteers. We have created the 'Race with Respect' campaign and launched that into the community in



Alex Langley

The British Indoor Kart Championship must count as the biggest championship in British motorsport with over 5,000 entrants

2022, with online reporting made live and a video that has been circulated to key members of the community, and this will now be rolled out in 2023 across the sport. In another area of safety Motorsport UK has been a leading country for the deployment of the new FIA Impact Data Recorder (IDR) with over 400 competition vehicles across various disciplines issued with the component as part of a trial. This is a clever piece of technology that can the upload information automatically to the database following an accident. This will be further explored in 2023 to assess the feasibility of rollout into broader usage.

On the technical side the Future of Scrutineering project was trialled throughout 2022 with seven clubs in circuit racing covering 107 events, extended into karting with Sherington and Ulster Kart Club running trial events. This was designed to explore the opportunities for shifting to a rotation of vehicle checks using the system that was born out of the necessity during the Covid pandemic where self-assessment became the norm. It is the intention that a more detailed inspection can be done on fewer vehicles at each event, thereby enhancing the level of integration of safety. At the core of this is a data driven system which captures key information and logs the regularity of checks for individual vehicles. This is to be trialled in 2023 and could have the potential of much broader benefits to our membership base.

In Learning and Development there were many important advancements in 2020, such as the Learning Hub which now has over 10,000 registered users with an average of more than 500 unique logins per month. This is now growing into an invaluable resource for every aspect of the sport and is increasingly recognised as such by the community. There was a comprehensive, consultation and refresh of the Marshals



Girls on Track held 10 school events attended by around 900 girls

Grading to launch the Marshals Pathway in Q3 2022. We had success in growing our marshal community with over 10,000 registered marshals at the end of 2022 including 1,474 brand new registrations, and a welcome 22 per cent of new registrations identifying as female. One particularly positive story was the BARC North West Rescue Crew, supported by Motorsport UK's James Betchley, competing against professional fire and rescue teams from across the UK in the annual UK Rescue Organisation Challenge. This was the first time a motorsport Rescue Crew had been allowed to compete in this event, and they finished 27th out of 34 professional teams – well done to them.

In the world of the Competitors Pathway, we have delivered over 20 in-person workshops across three Academy programmes (Team UK, Futures Y1 & Y2 and Co-Drivers) and 10 supplementary webinars, supporting the development of future talented motorsport stars. We delivered to two-year groups for the Enhanced DiSE programme, plus extracurricular enrichment activity which included industry insight sessions and practical driving experience. 26 representatives were

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In 2022 the three Motorsport UK Academy programmes have delivered 20 in-person workshops

supported for participation in three FIA talent ID initiatives plus the FIA Motorsport Games that we have previously reported on. After two years of development the revised Level 2 Coaching qualification was launched and there was sufficient interest to immediately start a second programme. The Accelerator Award, Motorsport UK's introductory coaching programme was created, and will be launched in Q1 2023.

In the world of sustainability Motorsport UK hosted an event in July called British Motorsport Day, held in the Speaker's Courtyard in the Palace of Westminster, which celebrated Motorsport UK's philosophy of 'an eclectic future' in terms of propulsion technology in the sport. The event lobbied for different technology solutions to be considered rather than a singular focus on legislation of electric battery vehicles to the exclusion of all else.

The organisation created a dedicated Equality, Diversity and Inclusion Strategy covering the period 2023-2025 to focus on specific objectives around the pillars of Diversifying the Sport, Best of Behaviours and Legacy & Education. In addition, Motorsport UK achieved the FIA Environmental 3-Star Accreditation for its environmental management system. This is the highest accreditation available and demonstrates the commitment to reducing the impact of our own operations.

In eSports we decided to take a more active role, hiring a dedicated and experienced eSports Manager. With that we developed a strategy for positioning the national governing body in the world of eSports. This has now led to an official eSports driver pathway being created, and the first examples in 2022 being the British F4 eSports Championship (aimed more at pro level sim racers) and a collaboration with Britcar hosting the Virtual Britcar 24 Hour race at Silverstone (aimed

more at amateur community racers). The development of a new website helping people new to esports to navigate the sometimes complicated and fragmented landscape was completed at the end of 2022. The website will be launched at the Autosport Show this week. To help our members better understand the opportunities to participate in eSports, a number of taster experience days were hosted in partnership with Williams Formula One esports, hosting over 100 existing members across four different dates.

In marketing and communications, we continued to reach new audiences and extend our footprint. With YouTube we had over 250,000 total views, a significant uplift on the previous year's 166,000. Facebook achieved a reach of over 1.1 million on the platform, compared to 805,000 in 2021. While on Twitter we achieved 3.6 million impressions for the year. The key priority in this area for 2023 is to enhance the entry points for the competitors into the world of motorsport, working closely with the clubs and regional associations to ensure that the publicity that is being generated, and campaigns such as StreetCar, can more easily translate into new members for our community.

This brief summary is only a small snapshot of the huge array of activities that go on week in and week out at Motorsport UK. From our new headquarters in Bicester our connectivity with the community is, I believe, better than it has ever been. Of course, there is always work to do and there are certain areas where we need to make stronger efforts to ensure the long term success and sustainability of that particular aspect of the sport. But there is a passion and determination from all of the staff at Motorsport UK that we are there to serve our membership and to find innovative ways to meet the challenges ahead whether they be the short-term ones that we face in 2023, or the much broader challenges that present themselves such as our response to climate change and the need to remain relevant and socially acceptable.

This week, for the first time since 2020, we will be heading to the Autosport Show at the NEC, and although much has changed in the last few years, it is great to be back there and no doubt to meet many of you on our stand or in the corridors of the show. The one thing that remains perpetual in our sport is the passion of our members and the joy that we all get from such a great sport. 🌀

Wishing everybody a very happy new year and a great 2023 of success and enjoyment.

Best regards,
Hugh Chambers
CEO, Motorsport UK



Esports has seen great growth in 2022

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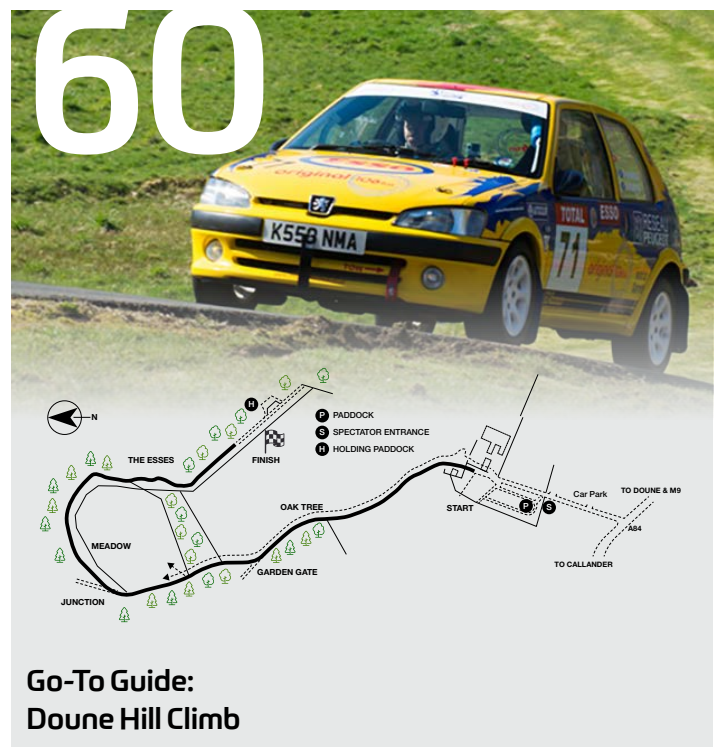
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In *Revolution* this month: **The Chair's Edition**. David Richards shares his thoughts, we follow a explore how to transition from console racing to the real thing, relive **Jimmy McRae's Motorsport Moment** where the family's passion for rallying began, **visit Doune Hill Climb** in Scotland, and get **Five Top Tips** from AutoSOLO Champion Neil Jones. Plus... **Club of the Year Awards, Long Service Recognition Awards** and how to get more from your **RS Clubman Licence**.







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REMAINING RELEVANT IN AN EVER-CHANGING WORLD

Motorsport UK Chair **David Richards CBE** shares his insights on the year just gone and the successes we have achieved, while looking ahead to the challenges that remain for motorsport in 2023

2022 was the year when motorsport finally returned to normal. The previous couple of years were challenging, but the motorsport community showed tremendous resilience to bounce back and provide us with a memorable year of sport.

The flagship British Championships delivered thrilling conclusions, while our clubs provided a strong year of competition and social activity at a local level. There was certainly no shortage of action, and it was encouraging to see long-standing members take to the wheel again, alongside newcomers joining the world of motorsport for the first time.

Much of what we saw in 2022 was due to the incredible commitment of our volunteer community of marshals and officials. We are deeply indebted to them for the enormous contribution they make to our sport.

When I look back over the past year there are a few highlights that particularly stand out...

Britain's flagship championships deliver

In the British Touring Car Championship, Tom Ingram claimed the title for the first time in his career following a fantastic drive that only concluded at the season finale at Brands Hatch.

I must commend Alan Gow and his team at TOCA for the terrific work they do to balance performance and put on such a great show that sees so much variety on the podium and produces a thrilling spectacle for the fans.

Meanwhile, in the world of Rallying, Osian Pryce and Noel O'Sullivan proved unstoppable at the Trackrod Rally Yorkshire, winning four of the six stages. This victory finally sealed their bid for the British Rally Championship, beating their chief rivals, four-time winner Keith Cronin and Mikie Galvin.

Alex Dunne from Ireland emerged as champion in the ROKiT F4 British Championship following a campaign that spanned a record-breaking 11 victories alongside a further six podium finishes and five pole positions – nothing short of a remarkable performance from one of the most exciting emerging talents in our sport. A fact that he further emphasised by securing the runner up slot in the Italian F4 Championship as well.

It's always encouraging to see the growing pool of young talent developing their skills. I was particularly pleased to see the progress of 2019 Young Rally Driver of the Year, Robert Wilson, as he amassed further Welsh Rally Championship titles in 2022 and the runner-up spot in the overall drivers' standings.

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Motorsport UK's Academy drivers continued to go from strength to strength which is testament to the excellent work being undertaken by our team in Bicester led by Katie Baldwin. Among this year's cohort, Patrick O'Donovan became the youngest ever British Rallycross Champion with a round to spare at a rain affected Lydden Hill in November. Louis Foster clinched the Indy Pro 2000 Championship Presented by Cooper Tires, earning him a seat at the renowned Andretti team in Indy Lights next year – an incredible opportunity. Jon Armstrong came within a whisker of winning the Junior World Rally Championship title in Greece for the second season in succession. All three are Motorsport UK Academy drivers and have a bright future ahead of them.

Wherever you look, it's encouraging to see the wide range of talent across the many disciplines that represent the flagship of British motorsport. And, of course, at the very pinnacle of the sport Sir Lewis Hamilton, George Russell and Lando

Norris represent the largest national contingent on the F1 grid, with yet more British drivers waiting in the wings.

British Grand Prix delivers a spectacle

On the international stage, Silverstone once again showcased why it is one of the most popular and exciting circuits on the Formula 1 calendar, reinforced by F1's own poll that places the British Grand Prix as the clear favourite among the fans. The Grand Prix was a record breaker in many ways, as it provided memorable action across the weekend and was organised with great efficiency by the teams from Silverstone and Motorsport UK.

Silverstone broke its own attendance record, welcoming some 142,000 spectators on Sunday with a total figure of over 400,000 across the weekend. The partisan crowd



showed their support for Lewis, George and Lando, and were rewarded with Lewis' place on the podium and fastest lap of the race.

History was also made that day when Nadine Lewis, Chair of the British Motorsport Marshals Club and wearing the distinctive orange overalls of a track marshal, presented Sergio Perez with his runner up trophy.

Nadine represented all the marshals who volunteer their time, year in and year out, for the benefit of our sport. She exemplifies the spirit of the volunteer community, and it was the perfect stage to show off one of UK motorsports greatest assets – its volunteers – who are so admired worldwide.

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Tom Ingram claimed the BTCC title for the first time in his career



Grassroots at the heart of our sport

F1 provides a high-profile public image for motorsport, but it's the grassroots action that takes place across all four nations every weekend where the passion originates, and this is truly at the heart of our sport.

That is why I was so encouraged to see projects such as StreetCar launched this year. Initiatives like this are critical to demonstrate motorsport as being accessible to all and where anyone can participate in an everyday road car. This programme builds on the existing Club community who have the framework to welcome newcomers and it's encouraging to see how well this has been embraced.

There is such an enormous breadth of motorsport available for everyone to enjoy in this country and I see it as our task at Motorsport UK to ensure the visibility of all these activities – with the goal of seeing more people competing in some of the lesser-known disciplines such as Autotests, Sprints, Trials, and Cross Country.

However, not everyone shares our enthusiasm for a sport that has fossil fuels at the core of its activities, and we need to be aware of the growing expectation that all sports need to make a positive contribution to society and in particular limit their environmental impact.

This is without question a dilemma that requires careful thought and consideration if we are to ensure that motorsport is not left behind as the world moves on.

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Osian Pryce and Noel O'Sullivan proved unstoppable in the British Rally Championship





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British Motorsport Day at the Houses of Parliament

We must create a sustainable future for motorsport

Governments around the world are legislating to remove our dependency on fossil fuels and yet there are approximately one billion internal combustion engine vehicles on the road globally. These vehicles will still need to rely on conventional hydrocarbon fuels for the foreseeable future, but the good news is that our sport can lead the way with innovative solutions.

There are several technologies being trialled in motorsport that can collectively provide realistic alternatives to fossil-fuel derived petroleum. From the ongoing development of e-fuels, synthetic fuels and biofuels, the advancing efficiency of hybrid engines and the future role that hydrogen can play – all represent a very real cause for optimism.

To play our part in helping shape this debate, we hosted British Motorsport Day at the Houses of Parliament during the week of the British Grand Prix last year, displaying a collection of motorsport vehicles that encapsulated multiple disciplines and technologies in the heart of our

democracy. Here, beneath Big Ben in Speaker's Courtyard, we demonstrated to the very people who make the decisions that impact our sport how we can seize the initiative to innovate new sustainable technologies for the future.

Our key message to the politicians was that there are multiple solutions other than electrification, and they should legislate for emission targets and avoid stipulating the technology to deliver them. This will free up the brightest scientists, along with the car manufacturers, to find the right solutions for the future in the most efficient way possible.

There is no doubt that the imaginative, high-performing minds that exist within our sport can redefine what is possible. If we create the right technical regulations for the sport, they will do whatever it takes to innovate these new technological solutions faster than in any other environment.

After all, that is what happened over a hundred years ago when motorsport played such an important development role in the early days of the automotive industry.





Alex Dunne won the 2022 ROKiT F4 British Championship



StreetCar launched in 2022 and demonstrates that motorsport is accessible to all

A much needed change in direction at the FIA

Last year, both Motorsport UK and the Royal Automobile Club took the decision to support Mohammed ben Sulayem's team for the FIA presidency. This was based on their manifesto that laid out a bold plan for governance overhaul with a new level of financial and management transparency. They also placed a strong focus on the ASNs that make up the membership of the FIA with an ambitious target of doubling motorsport participation across the globe.

This was never going to be an easy task but one year on we are starting to see progress, particularly in financial stability, with the FIA now on course to turn around the significant deficits that had become the norm in recent years. I also welcome the appointment of the new FIA CEO, Natalie Robyn, who started in November and will bring a high level of management efficiency and much needed strategic focus to the FIA.

There is of course plenty more work that needs to be done and still a long way to go, but things are moving in the right direction.

Onwards to 2023

As we look back on 2022, it has been a successful season, with many of our disciplines recording licence and entry levels even higher than before the pandemic.

But as everyone is aware, the UK is facing significant global and local headwinds that are sure to make life difficult for our Clubs and licence holders in the year ahead. Motorsport is not impervious to these issues and despite riding the storm of Covid extremely well, I fear that 2023 is going to present us with further challenges of a very different kind.

Nevertheless, I'm confident that with the ingenuity of the motorsport community and the passion of our members, we can face up to these challenges and look forward to another exciting year ahead. The team at Motorsport UK will certainly play their part and will constantly seek ways in which we can make your sport accessible, safe, fair, and fun for everyone.

I wish you a very Happy New Year and an enjoyable season of motorsport in 2023.

David Richards CBE
Chair, Motorsport UK



Motorsport UK Academy graduate Patrick O'Donovan became the youngest ever British Rallycross Champion in 2022

Tom Banks



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2022 Volunteer Award winners

Motorsport UK is delighted to announce the winners of the 2022 Club, Volunteer, Organising Team, and Sustainable Club of the Year awards for 2022

Volunteer of the Year Angie Jones

Angela 'Angie' Jones is a longstanding member of the British motorsport community and she has been recognised by receiving the 2022 Motorsport UK Volunteer of the Year Award.

During her years of voluntary service, Angie has held a multitude of roles across a significant number of disciplines and for a variety of clubs. In the words of her nominating club - Vintage Sports-Car Club (VSCC), "To define all the roles that Angie takes on would simply take too long as she is a willing team-player."

Angie's story started in the early 1970s where, as a member of her local Wakefield & District Motor Sport Club, she met her husband Steve. Fast forward nearly 50 years

and she continues to serve the sport with enthusiasm, generosity and dedication and she has been warmly recognised by the community in the Volunteer of the Year Award's 19th year.



With many years of service, there are countless stories to demonstrate exactly how Angie has personified the values of the award by delivering countless hours and continuing effort.

One such story comes from earlier this year, where the Frazer Nash Club found themselves short of marshals for their three day centenary celebrations. Angie stepped in despite not being a regular fixture of the Club prior to this point, and even with her unexpected intervention, she still committed to volunteering at a VSCC Mallory Park Race Meeting the very next day after the Frazer Nash Club celebrations concluded.

Every club across the country felt the ramifications of COVID-19 on their events in some way, shape or form. Angie's determination to help VSCC through the pandemic truly represented some of the best of motorsport. When the Chief Marshal for VSCC's Rali Eryri fell ill at late notice, Angie stepped in to help despite not intending to be a part of the event and the role being new to her within VSCC. She took the challenge in her stride as the event was delivered successfully.

Runner up

Paul Levitt – BRSCC North West

Selected as runner-up for the award was Paul Levitt, who since 2011 has volunteered both nationally and internationally in the roles of Incident Officer, Flag Marshal, Examining Post Chief, National Clerk of the Course, and permanent Clerk of the Course for all Mazda Championships.



Organising Team of the Year Autotest The Junction

The team from Larne Motor Club responsible for putting together Autotest The Junction have been recognised as the 2022 Motorsport UK Organising Team of the Year.

As an organising club of the Northern Ireland Autotest Championship, Larne opted to move their round of the series in 2022 to a more public-facing venue in a nearby retail complex's car park, with the ambition of raising the profile of both the club, and Autotesting as a discipline.

Led by Team Leader Derek Dixon, the organising team – Jonathan Millar, Gillian Magee, Elliot Hayes, Paul Hutchinson, and Alistair Carmichael – successfully negotiated use of the venue, and set about new initiatives to raise the quality of the event to its highest level yet.

This included an expanded promotional plan, including the use of a student videographer to improve the quality and visibility of their social media content. In turn, this also offered increased visibility to local businesses and brought about increased sponsorship. Notable among them was a specialist car company, which provided a display of supercars for the duration of the event.



The team also live streamed some of the event in a bid to reach a wider audience online, and provided a commentator to help guide spectators through the action.

Larne Motor Club also actively embraced new technologies to make the event more spectator-friendly, including the provision of QR codes around the spectator areas, complete with links to view a digital programme, event results and profiles for each competitor.

Test diagrams were also revised after consultation with the competitors to make them suitable to a wider range of vehicles, with a surge in entries among road vehicles. A new class was organised to allow young drivers to compete and network with experienced competitors, and spectators were actively encouraged to take photos in and around the cars for a family-friendly experience.

The event garnered over 1,000 spectators across the day, in addition to welcoming 20 new members to the club with plans to sign-up more in 2023. The event also enabled the club to establish new and strong partnerships with The Junction Retail and Leisure Complex, with an event provisionally booked for 2023.

>>>>>



Club of the Year Anglia Motor Sport Club

In its 30th year, the Club of the Year Award celebrates the fantastic activity that Motorsport UK's member clubs put on over the course of each calendar year. The award also celebrates the promotion of opportunities by a club to compete, volunteer and socialise as part of the UK's vibrant motorsport community.

Formed in 2012, the AMSC were among the first approved clubs to sign up to Motorsport UK's StreetCar campaign under the backdrop of their mission statement - to help improve the grassroots motorsport scene in East Anglia, with a focus on uniting and promoting positive collaboration between the 12 principal motor clubs in the region.

"This award has fueled our determination to continue developing motorsport and to secure its long-term future"

The AMSC have been at the forefront of a push for greater inclusivity and accessibility within grassroots motorsport through their Better Together initiative. Launched in 2021 and formed of presentation evenings, social media campaigns and a code of conduct for participants, the initiative has had a marked difference.

This includes the adoption of the Better Together logo by member clubs, an active drive to improve inclusivity by individual event organisers through feedback and better reporting mechanisms, to the provision of female toilets at events and a more inclusive structure to awards.



The AMSC also ran 17 events as part of Motorsport Month Anglia, attended over ten local community events over the course of the year and have pioneered new channels and content on their social media platforms, including engagement with campaigns such as International Women's Day, Armed Forces Day and British Motorsport Day.

AMSC was also one of the first seven clubs to sign up to StreetCar, committing to the promotion and growth of the 12 disciplines at a grassroots level of the sport.



Runner up

Farnborough & District Motor Club

Selected as runners-up for the award were Farnborough & District Motor Club. Among their achievements in 2022, the club helped raise over £350,000 for charity as a founding member of Abingdon CAR-nival, staged three outreach events to drive new membership,



Rob Schaeffer

Sustainable Club of the Year Vintage Sports-Car Club

After making significant strides forward in its strategy to be more environmentally sustainable, Vintage Sports-Car Club (VSCC) has been crowned the inaugural Motorsport UK Sustainable Club of the Year.

Established to champion clubs that have taken a proactive and impactful approach to environmental sustainability over the year, the Sustainable Club of the Year Award seeks to recognise those in the motorsport community who showcase a commitment towards action, education and behaviour change for their members.

Motorsport UK's decision to recognise the work done by VSCC comes from their determination to keep improving and enhancing their approach to environmental sustainability, while also placing transparency at the heart of their sustainability operations.

Specifically, the Club has created a carbon calculator so that they can fully understand the environmental impact in terms of carbon emissions from their events. That means they know precisely where and how to act by avoiding, reducing, and finally offsetting the emissions that arise from their events. This represents a significant technological step forward for the club and will help bolster transparency and accountability which is a critical step in the journey towards a more sustainable future. Moreover, VSCC has collaborated with other clubs to share their learnings in order to support the wider community on their own respective sustainability journeys.



“Sustainability in motorsport is about everyone making a real and genuine contribution to the country’s net-zero targets - just precisely by doing what we love”

Coupled with this progress is VSCC's commitment to inspiring younger generations into historic motorsport. The Club's Board emphasised that widening access and inspiring a new generation of young people into the sport is critical to securing the future of historic motorsport, and moreover, they know that with this comes a very real expectation from younger generations that any claims about environmental sustainability are backed up. This is precisely what VSCC are seeking to do with the continuing development of their carbon calculator.

“Sustainability in motorsport is about everyone making a real and genuine contribution to the country’s net-zero targets – just precisely by doing what we love,” commented Shannon Hunt, Membership Secretary. “The Vintage Sport-Car Club is immensely grateful to Motorsport UK for their support.

“We hope this tremendous recognition of what the Carbon Emissions Initiative has managed to achieve thus far, with the help of Tree-V and the FBHVC, encourages other motorsport organisations, competitors and even spectators to grasp the remarkable opportunities that exist here for us all.”

Role of honours

Long service Recognition Certificates are issued throughout the year and are selected based on nominations by a club, region, or an event. Nominees must have supported the motorsport community for at least 40 years



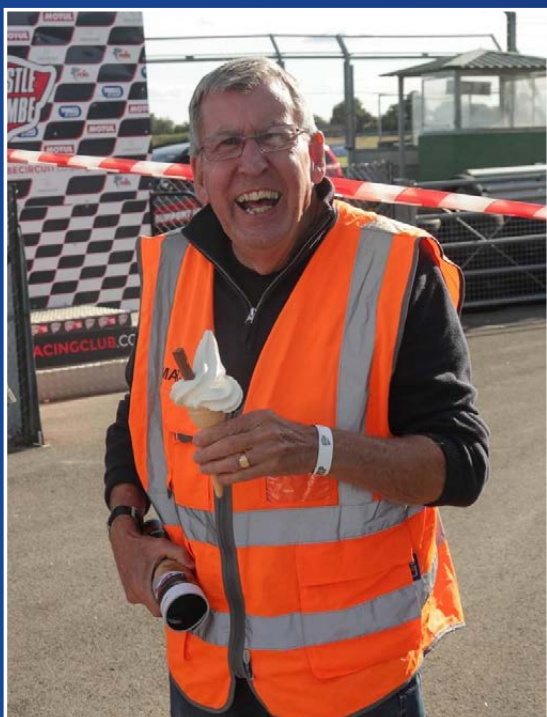
Colin Fenwick

Colin has been involved in school karting since the early 1970s where he has been a team leader with great success. In 1995 Colin moved to Barclay School in Stevenage, and with his enthusiastic help, the Barclays Karting Team grew to be the largest school-based kart team in the country. Colin was chair of the National Association for School and Youth Group Karting and is still a team leader for the Barclay School Karting Team. His efforts over the past 50 years have meant that hundreds of children have been able to experience racing, and many of the Barclay team alumni have gone into the engineering field as a result of karting with Colin.



Jim Hardy

Jim was a founding member of the National Schools Karting Association in the early 1970s, as well as being the company secretary and director of the National Association for School and Youth Group Karting. Working at Barclay School in Stevenage, he is the founder of the Barclay Karting Team, which is now in its fifty third year. Jim was the teacher who helped to develop the student's engineering skills and help them to understand how to develop karts into successful racing machines. He has guided children for over 50 years in karting and dedicated many weekends to supporting them.



David Whittock

Dave has been chair of Bath Motor Club for the last 15 years, and a member of the committee since 1970. An experienced Clerk of the Course for over 50 events, Dave was appointed as Clerk of the Course for the RAC Rally in 1985 – widely considered the hardest RAC Rally ever. Throughout his driving career, he has been a co-driver for around 200 events both nationally and internationally. Dave is known to help all, mentoring, giving guidance to his club colleagues whatever the event, and helping them to organise and put on a successful event. He has been instrumental in pushing forward Bath's environmental sustainability initiative, as well as raising money for The Great Western Air Ambulance.



Robert Kelly

Robert is the treasurer of Larne Motor Club and sits on the council of Association of Northern Ireland Car Clubs (ANICC). Robert has been a Motorsport UK Steward since 1997, and there is rarely a meeting of motorsport where you will not find him, and he is a great advocate for motorsport in Northern Ireland.



Paddy Haveron

For the past 40 years and more, Paddy has been a stalwart in Northern Irish motorsport. Chair of Larne Motor Club, Paddy regularly performs and holds the role of Scrutineer and Clerk of the Course at events. His colleagues have described him as a great ambassador for Motorsport in Northern Ireland and the UK.



Get ready for the 2023 season!



To compete in Clubman-level grassroots events you will need to renew your RS Clubman licence for 2023

The RS Clubman licence is your entry point to the world of grassroots motorsport, allowing you to continue to participate in a range of affordable and accessible disciplines including; Autocross, Clubcross, Autotest, AutoSOLO, Trials, Targa, Cross Country, Kart K-X Events, Road and Navigational Rallies including 12 car events and scatters. Many of these are StreetCar disciplines that you can compete in using an everyday road car.

The RS Clubman digital licence is free of charge and upon applying online you will receive a PDF of your RS Clubman licence via email.

Your RS Clubman digital licence will continue to provide you with the peace of mind that our personal accident insurance offers when competing on events under Motorsport UK permit.

Following member feedback, RS Clubman licence holders can now choose to UPGRADE their membership for £19.99 and receive a range of **enhanced benefits**. >>>>

To secure your RS Clubman licence upgrade with additional benefits, simply select the Upgrade option when applying online.

Your physical membership pack with printed personalised RS Clubman Licence and Competitor car sticker should then be fulfilled within 10 working days.

To renew your RS Clubman licence and unlock your access to thousands of 2023 motorsport events, click [HERE](#)

For those looking for a new challenge and wishing to compete in Racing, Rallying or Karting in 2023, Motorsport UK's Starter Packs are the gateway to your next level competition licence.

To purchase your pack, visit the Motorsport UK shop – www.motorsportuk.org/get-started/starter-packs/ or call our membership team on 01753 765 000.

We look forward to seeing you compete once again in 2023!

Motorsport UK Membership Team

Enhanced benefits include

- 2023 physical and personalised RS Clubman licence card
- Motorsport UK lanyard and card holder
- Motorsport UK Competitor car sticker

The RS Clubman Upgrade also allows those members to access enhanced member benefits including:

- Discount on Halfords in-store purchases
- A free fuel card (RRP £25) with a discount on the pump price of both petrol and diesel
- A free 12-month Tastecard membership (RRP £34.99) with a range of 2-for-1 dining or 50 per cent discounts at a wide range of restaurants
- Up to £120 cash back on road tyre purchases with Pirelli
- Discounted competition tyres and MOTs from Protyre
- Discounts on the full range of Wera Tools
- Many more additional motorsport, automotive, event, experience, travel, and High Street savings



Motorsport in your everyday road car



StreetCar

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

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

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

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



Autotest



Trials and
Cross Country



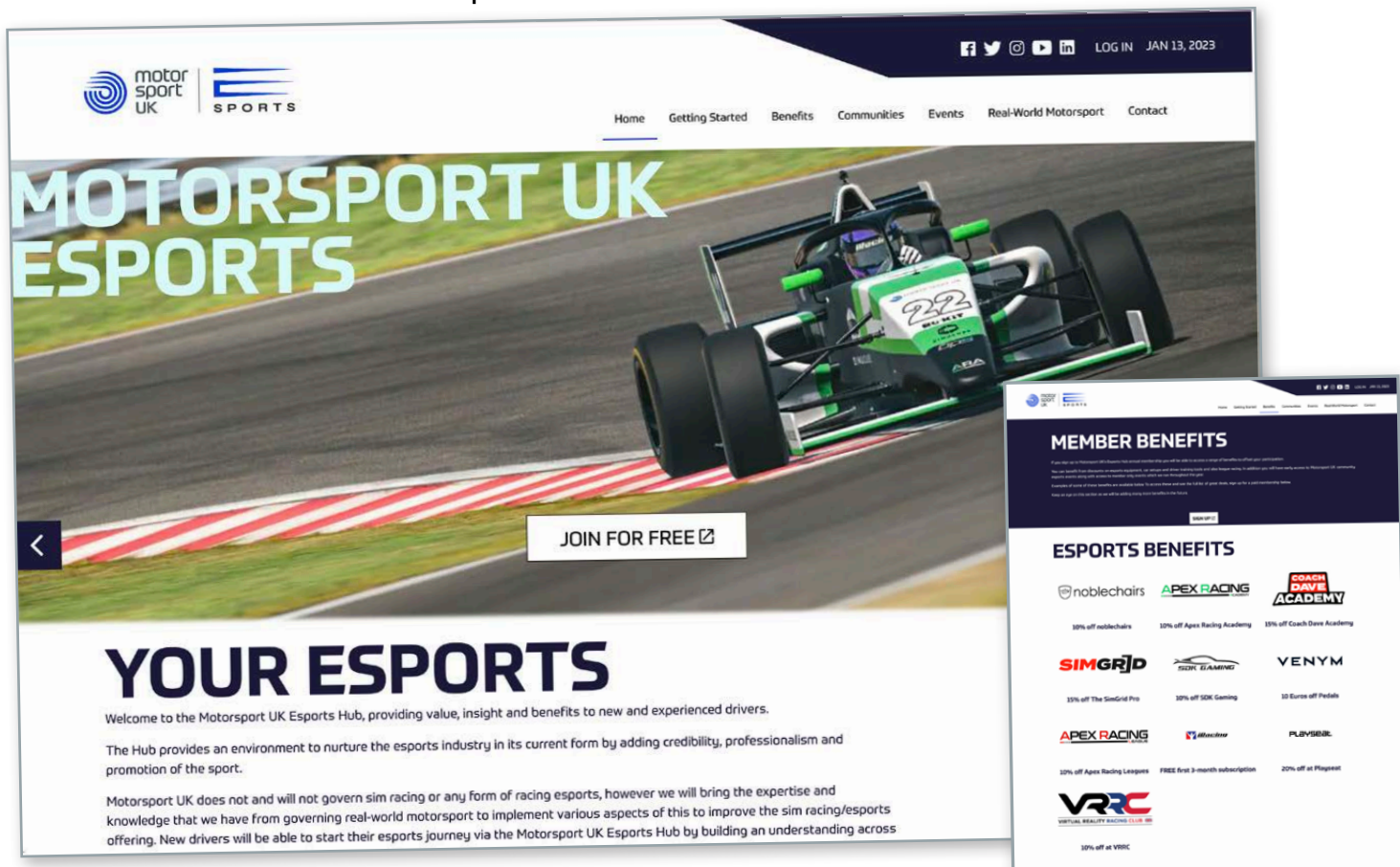
Rally



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

Motorsport UK launches pioneering Esports Hub

Motorsport UK wants to grow the Esports community while providing value, insight, and benefits around the discipline



Esports is an accessible and widely participated in discipline with thousands taking to real-life tracks and cars that are brought seamlessly into the virtual world across multiple games and equipment set-ups. The Motorsport UK Esports Hub will provide an environment to nurture the esports industry in its current form by adding credibility, professionalism, and promotion of the sport.

New drivers will be able to start their esports journey via the Motorsport UK Esports Hub by building an

understanding across the industry, including what equipment to use and where to race. Established and professional racers will receive a unique experience and receive added value to their existing racing experience.

Access to the Motorsport UK Esports Hub is free, with the option of an annual paid member subscription (£24.99) providing access to a range of unique benefits and discounts on equipment, setups, coaching and early access to Motorsport UK community events.



Motorsport Games Gold Medal winner James Baldwin is back in action this weekend in the 24 Hours of Le Mans Virtual. The race has a \$250K prize fund, and the Circuit de la Sarthe will host multiple teams from the World Endurance Championships along with a number of top international esports teams.

Watch the action here: <https://lemansvirtual.com/watch-live>

Click [HERE](#) to join the Motorsport UK esports community today!

Hugh Chambers, Motorsport UK Chief Executive Officer, commented, "Esports is accessible for racers just starting out and provides high-performance capabilities, that seamlessly replicate real-life motorsport, for the leading professionals."

"The esports community worldwide is vibrant and the launch of the Motorsport UK Esports Hub will simplify the journey into the discipline, provide insight of what's required to compete and deliver unique and exclusive Motorsport UK community events."

Paul Crawford, Motorsport UK's Esports Manager, commented, "The Motorsport UK Esports Hub will make understanding esports simpler and easier to navigate, becoming an aggregator of the great ongoing work across multiple organisations within the community. The Hub features extensive and detailed insight on how to get started and what to look out for alongside exclusive benefits to off-set participation in esports."

"Motorsport UK's first community event in 2022, the Britcar 24-hours, was a great success with live streaming and prizes awarded. A range of member only events are planned for 2023 to enhance the value of the hub and continue to build the community."

Alongside practical information on competing in esports, the Motorsport UK Esports Hub provides a list of established communities and companies, recommended by the organisation as safe spaces to engage in the discipline. These communities offer services from leagues, events to offering insight on car setups and driver coaching.



The ROKiT British F4 Esports Championship has been shortlisted for Best Streaming Event by The Race Media Awards which will take place on 1st February 2023.

FIA Karting Academy Trophy selection

Three drivers are competing to represent Motorsport UK at the FIA Karting Academy Trophy Final

Lewis Islin, Harry Bartle, Kenzo Craigie and Harrison Whitticombe attended the first stage of a two-part assessment at iZone Driver Performance, Silverstone, on 6th January. The drivers were put through their paces across fitness assessments and performing under pressure on kart and single-seater simulators.

The experienced judging panel, comprised of Graham Smith (General Secretary, ABKC) Dan Parker (Karting Manager, Motorsport UK) and Katie Baldwin (Competitors Pathway Manager, Motorsport UK), reviewed the assessment data compiled by the coaching team at iZone, to inform the decision made on who would progress to Stage Two.

Bartle, Craigie and Whitticombe were the standout candidates and will now travel to PF International Circuit later this month to take part in Stage Two.

The final shootout will involve a practical driving assessment and a session with the judging panel. The winner will go on to represent the UK in the 2023 FIA Karting Academy Trophy Championship, which will unfold over three rounds beginning in the Czech Republic in May.

On the process so far, Baldwin commented, "The calibre of the applications we received this year was incredibly high, which translated into the performances we saw in Stage One of the assessments. It was a very difficult choice to make selections, but we are really looking forward to finding the UK representative for the 2023 championship."



Kenzo Craigie in the F4 simulator at iZone Driver Performance

Sustainability News

The winning formula

Formula E has won four out of five Global Sustainability Benchmark (GSBS) Awards for 2022.

An outstanding performance for a 'newcomer', where Formula E impressed on several levels in the GSBS Reporting Cycle for 2022.

The Championship was noted for its seriousness and consistency with which it approaches sustainability and that its corporate set up, policies and processes

in place are leading the way. The volume of data available, the track record of the data and the fact that the majority of the available numbers are moving in the right direction have lifted Formula E to score above the 80 / 100 mark – the first organisation so far to do so.

GSBS reports that the level of transparency from Formula E has been outstanding and has set the bar for the years to come.

Formula E won four out of five Global Sustainability Benchmark Awards for 2022



Increased climate action by the FIA

The 2022 FIA Annual General Assembly was held in Bologna just before Christmas. In his speech, FIA President Mohammed Ben Sulayem reiterated the FIA's commitment to net zero as part of his report to Members after the first year of his Presidency. Highlights included:

- The FIA will officially take part in COP28 in the UAE next year.
- By 2030 all of FIA Championships will use sustainable energy supplies.
- This year the FIA has reduced its carbon footprint by six per cent, beating the annual target set in the 2015 Paris Agreement.
- Since 2019, the number of Clubs who have achieved environmental accreditation has tripled. Next year the FIA expect it to double again.
- The FIA has won an International Olympic Committee (IOC) Carbon Action Award.



The Haru Oni eFuels pilot plant in Punta Arenas, southern Chile, first covered in Revolution in May 2022, has started the industrial production of synthetic fuels. Porsche plans to use the eFuel from Chile in its motorsport flagship projects such as the Porsche Mobil 1 Supercup before expanding production for wider markets.

COP15 UN biodiversity agreement

The world's nations have reached a historic agreement to protect the world's biodiversity – promising to protect a third of the planet for nature by 2030. There will also be targets for protecting vital ecosystems such as rainforests and wetlands and the rights of indigenous peoples.

The summit in Montreal had been regarded as a "last chance" to put nature on a path to recovery. Throughout the talks there was division over the strength of ambition

and how to finance the plans. The biggest challenge was over how to fund conservation efforts in areas around the world that are home to some of the world's most outstanding biodiversity.

We are waiting to hear what that means exactly for us here in the UK, but expect to see a greater focus on the preservation of nature and habitats.

MAKE 2023 THE 'YEAR OF ADVENTURE' WITH THE DEFENDER RALLY SERIES BY BOWLER

The UK-based Defender Rally Series returns for its second year in 2023. The 2023 Championship promises to be an even more thrilling, closely fought contest.

Bowler, the off-road performance specialists a subsidiary of Jaguar Land Rover, continues its highly competitive Defender Rally Series, kicking-off the 2023 championship with the season opener at Walters Arena in Wales on 4-5th March.

Excitement and adventure guaranteed, the Defender Rally Series by Bowler is designed for novices and competition veterans alike, comprising 12 teams participating in seven competitive rounds, all driving identical Defender rally cars.

After an initial private first round, the fully supported teams compete in six public events enabling them to develop both driving and organisational skills demanded by the rally discipline. The series provides a real test of off-road endurance driving in some highly fun yet challenging conditions, allowing participants to push their driving skills to the limit and experience the adrenalin-rush associated with off-road Motorsport.

This level playing field makes the Defender Rally Series truly open and competitive, while encouraging real camaraderie, it doesn't matter how much, or how little, experience you have. Bowler offers all the necessary support and training, so that entrants can achieve the correct licensing to compete in the UK potentially leading to international, as well as the professional team support, creating all the atmosphere of a true paddock experience where like-minded people converge both competitively and as part of the larger Bowler team! While the Defender Rally Series may be in its infancy, the

team behind it has extensive experience having received many prestigious awards and accolades. Bowler was founded in the 1980's by Drew Bowler in Derbyshire. Since then, Bowler's cars have competed in countless national rally and Rally Raid events globally, with the Factory team achieving numerous successes. Bowler's renowned Rally Raid cars have highly proven performance, and durability from competing in extreme terrains and the harshest of environments. From the frozen tundra of Russia to the searing heat of the world's deserts, Bowler has led the way in driver training, facilitating many successful rally expeditions. Bowler cars and technicians have enabled customers from around the world to achieve their racing ambitions and aspirations for adventure.

Dave Marsh, Bowler Head of Motorsport, said, "We were delighted with the response to the 2022 Bowler Defender Challenge. It exceeded all our expectations, with very positive feedback about the performance of our Defenders. For anyone looking for a rewarding and truly exhilarating motorsport challenge, this year's championship should be a definite consideration. Once again, it will provide a thoroughly enjoyable and competitive blend of adventure, endurance rally driving, and fantastic team spirit, in a championship that takes place at some scenic locations in England, Wales and Scotland. We can't wait for the 2023 Bowler Defender Challenge to start."

Anyone interested in participating in the 2023 Defender Rally Series by Bowler should contact Bowler on: (0)1773 824 111, email info@bowlermotorsport.com or see www.bowlermotors.com/bowler-defender-challenge

You could be competing in the Defender Rally Series by Bowler 2023!



Milner ready for FIA Rally Star Women's Final

Katie Milner will represent the UK at the Women's Final of the FIA Rally Star global talent detection programme at the purposely built and challenging Ronex Park in Lima, Peru on 22 February 2023.

FIA Rally Star is a worldwide detection programme that will take the best undiscovered talent from around the globe from rallying at home to the FIA World Rally Championship – with the ultimate prize of a seat in the FIA Junior World Rally Championship.

A series of Rally at Home challenges led to National Finals, followed by Continental Finals. Britain's Milner shared the spoils with Sweden's Maja Hallen Fellenius at the European Continental Final in Estering, Germany in January 2022 to advance to February's Final.

Europe's top female performers, Milner and Fellenius, will join the Middle East's female winner Farah Zakaria (Jordan), Africa's fastest female driver Kristie Ellis (South African), Asia-Pacific's Pragathi Gowda (India) and a to be decided American representative in the Final.

One year on from successfully qualifying, Milner is ready and prepared for the challenge, "I'm really looking forward to heading out to Peru in February for the World Finals, it's been a long wait and a big build up.

"Preparations are going well, just one last push to make sure I'm fully ready. It's been a very different driving style compared to circuit racing, but I've loved the challenge! A huge thank you to Motorsport UK and my family for the support."

Victory in Peru would secure Milner a fully tailored package to compete in the FIA Junior WRC in 2024. To help prepare for competition, the prize also includes an extensive Training Camp with M-Sport-Poland before participation in six European Rallies at FIA ERT and ERC level. This would culminate in a training camp at the end of 2023 with a final ahead of the 2024 WRC.

Find out more about FIA Rally Star at www.fiarallystar.com



70 Years of fun

2023 marks the 70th running of both the BTRDA Gold & Silver Star® Rally Championships. The MRF Tyres BTRDA Rally Series is open to all Motorsport UK licenced competitors and includes a wide range of competition classes to ensure that all stage rally cars are accommodated. As well as the BTRDA Gold Star®, Silver Star® and Bronze Star Championships there is the Rally First Cup, the Historic Cup, the BTRDA Rally R2 Cup and Junior R2 Cup. The calendar includes eight one-day forest rallies in the UK, with the best six scores to count.

Provisional Calendar for 2023

Date	Event	Location
March 11th	Malcolm Wilson Rally	Cockermouth
April 15th	Rallynuts Stages	Royal Welsh Showground
May 6th	Border Counties Rally	Jedburgh
June 17th	Kielder Forest Rally	Hexham
July 8th	Nicky Grist Stages	Builth Wells
September 9th	Woodpecker Stages	Ludlow
September 23rd	Trackrod Forest Stages	Filey
October 28th	Cambrian Rally	Llandudno



New Member Benefit

For 2023 Motorsport UK is happy to announce a new member benefit with **tastecard**. **tastecard** offers 2-for-1 and 50 per cent discounts at a range of restaurants and takeaways including; Carluccio's, Prezzo, Zizzi, Domino's, Pizza Hut amongst many other outlets. There are heavy discounts on cinema visits and family days out (including Alton Towers and Logoland). To access your **tastecard**, please log in to your Member Benefit area of the website. Login to the member benefit portal to find out more – www.motorsportuk.org/login



Choosing a Competition Seat

Are you sitting comfortably, securely, and safely?

Motordrive can help seat you correctly

Choosing a competition race seat is perhaps best started by choosing a seat which has been manufactured to comply with an FIA safety standard. You can easily recognise these seats as they are issued with an FIA approved hologram.

For a seat design to be approved by the FIA, the manufacturer must first present the model for a physical test at an approved 'test house' where it must withstand the stresses set in the safety standard.

Motorsport in the UK is governed by the Motorsport UK Yearbook, and some competitors, particularly in Stage Rallying and Rallycross, will be required to compete with an FIA homologated seat that meets one of the seat homologation standards

(FIA 8855-1999, FIA8862-2009, FIA8855-2021). There are additional requirements with regard to the age and condition of seats, and so it is important that competitors check the regulations and regularly inspect their seats for signs of damage, especially after an accident.

To know the age of a seat you can refer to the white label on the side of the shell which will indicate an FIA 'not valid after date'. This date is a reference point only and does not necessarily mean that the seat cannot be used in national motorsport.

To ensure customers purchase the seat best suited to themselves, Motordrive offer a free 'fitting service' which allows its expert team to judge the correct size of seat to hold the driver tight, ensure the harness holes are best positioned for the Hans device, and ensure, as a priority, that the spine is supported and that the seat will protect the head in case of an accident. Motordrive can also add or remove padding accordingly. Fittings can be booked

at the company headquarters in Lancashire, or you can visit any of the major shows that Motordrive attends, including Autosport International at the NEC in Birmingham.

'Service, Safety, Style' is the Motordrive mantra and, as it manufactures all of its seats in the UK, it is able to ensure that every seat meets very strict quality assurances. The company constantly invest in product development to advance the performance of its world class seat range. Darren Meadows, Managing Director of Motordrive explains, "As a competitor myself I know what a difference a fitted seat can make. It is often quoted that you drive through your backside, and to do this effectively you need to be at one with your seat. I have customers who tell me they have gained seconds in their lap times by converting to a fitted Motordrive seat."

Motordrive has won awards for its advanced racing seat designs, and works with prestigious partners, including the FIA, on competition seat development.



Visit www.motordrive.com to view the full range of seats and arrange a fitting. There is also an online discount available to Motorsport UK licence holders on the 'Partnership Series' of seats – a unique offer to help those just getting into motorsport. If you prefer to chat, then call **01772 624 024** to talk through your FIA seat requirements and challenges.

motordrive

CHARLES BARTER



Paul Lowrence

Leading the 70s Road Sports pack

The death of Charles Barter at the end of November leaves an enormous void in the Historic Sports Car Club (HSCC).

The young Charles followed his father into motorsport, as his father had raced a Riley at club level. From the age of 17 Charles competed in a variety of events, notably production car trials, rallies and driving tests in a Ford E93A Popular as well as autocross with a 1650cc Ford Anglia.

Initially, he joined Ford to work in customer relations, but soon decided his future lay with the family business back in Dorset at Golden Springs Watercress. By 1974, hillclimbing had caught the attention of Charles and his brother Robert, and various Hillman Imps we used to move further and further up the hill climb rankings.

Armed with an Imp-engined Davrian Mk7 he won national titles in the late 1970s, and then moved to a Delta single-seater, once again with Imp power. He was a prolific and hugely successful hill climber and played a key role in the creation and development of the Hillclimb and Sprint Association.

Eventually, the lure of racing proved too strong, and he moved to his beloved Datsun 240Z, an ex-Win Percy road car that was rescued from an orchard and rebuilt into an incredibly effective 70s Road Sports racer. Charles raced the 240Z with determination, commitment and passion and remained hugely competitive until the very final stages of his life.

He took his first 70s title in 2001 and returned to win it again in 2017. In between, he was always a contender, and worked tirelessly for the good of the championship as he became the long standing championship chairman. He served a long role as Vice Chairman of the HSCC and brought a mix of passion and determination to everything he did.

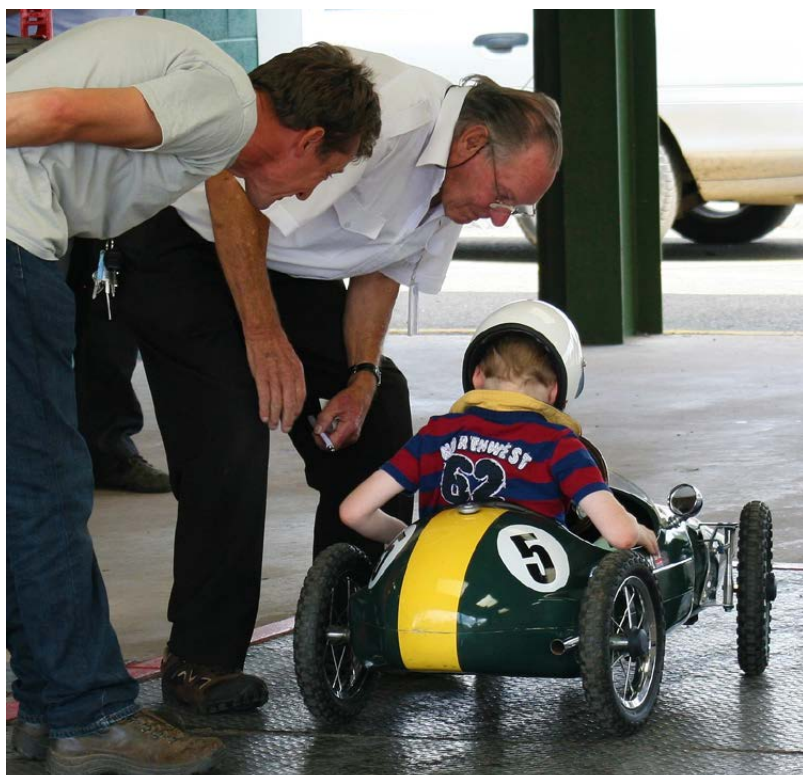
He was joined in 70s Road Sports by his son Julian who was also a double champion, notably in his TVR 3000M. They raced each other as hard as they raced anyone else! When his season ended early at Oulton Park in August Charles was firmly in contention for another championship title, having won several races with the 240Z now back on full song after several seasons of engine related trauma. Sadly, that hot weekend at Oulton Park in early August was to be his last in a race car at the end of a motorsport career that spanned more than 60 years.

Charles was a hugely popular figure across the HSCC paddock, and was revered in 70s Road Sports, where many competitors simply called him 'dad' due to his guiding hand within the championship.

It came as a great shock to many when his death was announced after a short battle with cancer. Everyone in the wider HSCC and the 70s Road Sports fraternity, in particular, paid tribute to a remarkable man who gave so much back to the sport he loved.

Motorsport UK and the HSCC sends sincerest condolences to his family, including his wife Bridget, daughter Louise and son Julian and his many friends across historic racing. He will be sorely missed.

DALLAS SMITH



Motorsport UK's is sad to hear of the death of one of its longest active officials, if not the longest, Dallas Smith.

Dallas attended his first event as a trainee Scrutineer in 1957, and first appeared listed in the RAC Motorsport Yearbook as an Assistant Scrutineer in 1960, he quickly progressed to become a Group 2 Scrutineer in 1964 and achieved Group One status in 1969, a licence grade (or equivalent) he would continue to hold for the next 50 years until his retirement from active scrutineering at the end of the 2019 season.

Dallas worked closely with the 750 Motor Club and Historic Sports Car Club during this long career. At the Silverstone Classic in 2018, to commemorate Sixty years of Scrutineering, a group of his fellow scrutineers from the 750 Motor Club presented Dallas with a sculpture consisting of technical components from a variety of vehicles relevant to Dallas' scrutineering history. In 2021, he received a 'Long Service Recognition' award to honour his 62 years as a scrutineer.

Dallas mentored a great number of Scrutineers through their training and development over his career, all of whom benefitted from his help and instruction through their formative years. His legacy continues, having nurtured his son Mathew through his career as a Scrutineer over the last 20 years.

His contribution to motorsport has been immeasurable, and Motorsport UK sends its sincere condolences to his family and many friends across the sport. He will be hugely missed.

"I've been working with Dallas for more than 20 years and he has been a major influence for the Historic Sports Car Club. I shall miss him greatly on both a personal and professional level."

HSCC CEO Andy Dee-Crowne

"Dallas was a character and will be sadly missed by so many in both the 750MC paddock, and wider motorsport world. Most who knew him will have their own stories and anecdotes. He could be a hard task master, but always liked to be involved in the practical day-to-day work of scrutineering. Even in his later years he would still be as industrious as many of the younger scrutineers."

750MC Chief Scrutineer Bob Blackmore

BILL WILMER



Motorsport UK is sad to learn of the death of a pioneer in Radio and Safety cover for events.

For almost 60 years Bill Wilmer served motorsport in the North West of England, initially as a competitor and marshal, but soon after as an organiser, becoming Clerk of the Course for rallies at Flookburgh, and the Mayfield Safari Rally at Knowsley, then Sprints – including the National Sprint on Blackpool Promenade.

During this time, he recognised the benefits of effective radio communications, and the Gemini Team was born.

Safety communications became his passion, and for over 40 years Bill was the Motorsport UK regional radio

coordinator for North Wales, Cheshire, Greater Manchester, Lancashire, Merseyside & Salop. He was also heavily involved in many aspects of the communication side of Britain's round of the World Rally Championship during this period. He didn't ease off even into his late 70s, still supporting around 45 events a year both as Safety Officer and staffing them with radio marshals.

His role affected so many aspects of motorsport and as one of the original Radio Coordinators, he developed and delivered radio safety across the UK making our events and our community safer.

Bill will be missed by organisers, marshals, and his many friends.

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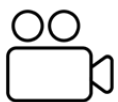


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Management tools for event organisers

In a follow-up to the recent feature on Digital Tools for Clubs, Revolution has gathered some real-world feedback from the across the motorsport community



Sportity has revolutionised the way we communicate essential information to our competitors, officials, media, and spectators on the Nicky Grist Stages. When we returned post COVID we were the first major rally to run, we started with a single channel in 2021 and used Sportity as our Official Notice Board, giving our competitors all the information they

would find on the Event Notice Board. Competitors quickly adapted to using the App, so in 2022 we expanded our use of Sportity to give competitors, spectators, the media, and officials their own dedicated channel so we could target the information to the specific needs of the intended user. Using Sportity is easy from an administrative perspective and is user friendly, for those that don't have a smart phone there is also the ability to use the web-based page. The push notification means you never miss an important document or message.

**Neil Cross, Clerk of the Course,
Nicky Grist Stages**

I first used TimingAppLive at the Metric Services Easylarity Rally in 2020. The app runs on smart phones and is used to capture a competitors' time on AutoSOLOs and Autotests.

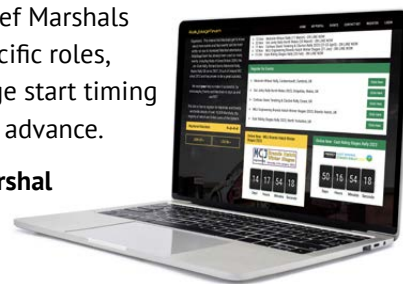
As a marshal I find it extremely easy to use; select the event, the test, the run, the competitor and start / stop the clock. The result is instantly available times to competitors and organisers. From my point of view, continued development has made TimingAppLive into a great tool for these events.

**Maggie Mawby, Timekeeper,
Loughborough Car Club**



Rally Stage Team (RST) is a great tool from an organisers point of view as you have all the information for each key location in one place, whether this is the Special Stage staffing, the Service Area or the Start and Finish podium for the event. You can allocate the individuals to the correct roles on the event, plus you can allocate specific jobs such as timing roles and sector officials as well as marshals. The RST system allows users the option to comment in the event registration section about what role they would like to fulfil, which is all noted by the Chief Marshals and Stage Commanders. Specific roles, such as passage control, stage start timing etc. can also be requested in advance.

**Paul 'Smiley' Jones, Chief Marshal
Visit Conwy Cambrian Rally**



Wickford Auto Club attended a Motorsport UK webinar on an application for making the administration club membership quicker and easier. Its name is Clubforce. This sparked my interest and we decided to trial it. Clubforce allows the membership secretary to upload members details from a spreadsheet, allows new members and renewing members to buy their membership on-line with secure payments within the application. There is 24/7 support built into the licence fee so any issues with logins or secretary problems other club members can take over allowing a smooth running of membership. Membership data is held on their servers which has a high ISO standard so no data should be lost or stolen. Events can be created, and members can enter their details and pay, plus their entry details are able to be extracted and uploaded into other systems for entry lists, score recording, and results can be updated and displayed. New features are being developed all the time, so watch this space.

**Stanley Graham, Chair,
Association of
Eastern Motor Clubs**



I first came across rallies.info around 2009 when running several single and multi-venue rallies. The entries system was recommended by a fellow organiser, and although it was an expense, we had not included in the budget we decided to give it a go. Our then entries secretary found it that beneficial she was heard to say she would pay the fee herself as it made her job so easy. The system integrates with most of the results services, so it can be seamlessly used with other systems. It also links to all the major insurance providers to collect data, and communicate with the insurance provider, as well as having simple to use payment reconciliation, including a low-cost card payment system. I have used it on more than 50 events and processed more than 3,000 entries. Simply put, it's the easiest and fastest system I've ever used for entries and or results.

Chris Woodcock, Clerk of the Course, The Dunoon Presents Argyll Rally



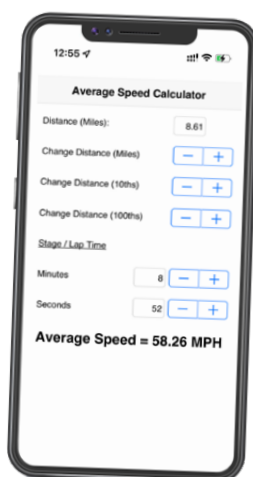
Alpha have been at the forefront of software to motorsport clubs over the past 10 years. Club100 make use of everything provided by Alpha: club and championship management, event entries, timing and, yes, they released an app in the summer of last year called "Alpha Race Hub" which our drivers are very happy to use. The club is a lot more efficient because of Alpha, it saves us thousands of hours of work every year compared to the old ways!

John Vigor, Managing Director, Club100 Racing Ltd



The BogeyTime App takes the laborious work of calculating Stage Minimum and Stage Maximum times for events and makes it simple and accessible on your mobile phone (no phone signal required). This free App can be used by Event organisers to assist in producing various time schedules for competitors and officials quickly and easily, plus, if something needs to change mid-event, a new set of times can be calculated effortlessly. The flexibility of BogeyTime has allowed me to keep events operating within the Motorsport UK guidelines, ensuring compliance and improved safety for all involved.

Jon Aston, Safety Delegate, Trackrod Rally Yorkshire



The Wyedean Stages organised by Forest of Dean Motor Club, was looking at a better way to recruit marshals for the 2022 event. Our Chief Marshal introduced us to the Another Day in Orange App to where marshals were able to register through the webpage and indicate what roles they were experienced in. As the service is totally electronic once the marshal enters their details, they are automatically passed to the Chief Marshal via an Excel data file. At the press of a button, we have all their details all in one place. The Chief Marshal then uses this information to allocate marshal roles on the day and uses the details supplied to email out all the documentation needed for the rally. Gone are the days of endless telephone calls and trips to the post office to post documentation.

Neil Fuller, Event Secretary, Forest of Dean Motor Club

The Ulster Automobile Club (UAC) based in Northern Ireland has over 200 members. The Club organises a round of the British Hill Climb Championship at Craigantlet, and another round of the ANICC Championship at Knockagh. As organisers of the Circuit of Ireland Rally, a Sprint and an Autotest, it has trusted Rallyscore to provide event results since 2004, and to manage event entries and memberships since 2013. The Rallyscore team are extremely professional and proficient in all that they do to support us and other clubs, nothing is too much bother. They are keen to act on feedback and continually strive to make innovative changes to develop and improve the resources and programmes they provide. The latest update to their website makes our job of running events so much easier, thanks guys!

Bill Swann, Chair, The Ulster Automobile Club



Revolution wants to hear about your 'event essentials' that your Club just can't live without! E-mail us at Revolution@motorsportUK.org

CONSOLE TO COCKPIT

Esports competition has become a big thing in motorsport in recent years but is driving on a console a good way to prepare for real life racing? **Will Gray** spoke to some drivers who have recently made the transition to find out



Computer simulation has now become so realistic it is often hard to tell it apart from real racing. Cars are near identical to look at, while the programming complexity allows drivers to alter set-up and vehicle handling, just as you would in a real car. It seems reasonable, then, to think that transitioning from rig to racetrack with no prior experience would be straight-forward, if not easy.

While many drivers who race for real, both professionally and amateur, use simulators to improve, not many have actually gone the other way. Years ago, the GT Academy competition was developed to do just that, with the gaming champion securing a one-off drive with Nissan. The first winner, Spaniard Lucas Ordóñez, finished on the podium in his first ever real race. However, out of 22 winners, the only driver to successfully make a career of it is Jann Mardenborough, who drove in GP2 in 2015, but is now back in the virtual world as simulator driver for Nissan e.dams Formula E team.

Nik Berg transitioned from Gran Turismo to real racing, albeit at a slightly lower level. Having played the game since it first came out in the early 1990s, he began racing in an online community during the pandemic lockdowns and, late last year, joined some of his virtual team-mates to take to the real-world tracks in the EnduroKA series.



The real world race car – a Ford KA racing in EnduroKA

“I’ve had every generation of PlayStation and every version of Gran Turismo but I hadn’t done a huge amount of online racing,” says Berg. “During lockdown, I came across a small Gran Turismo racing community on Twitter called 27 Racers and we had regular Thursday night races, always themed in some way. The themes ranged from particular historic motor races to ridiculous things like having to decorate your car in a breakfast cereal livery. Some of us probably spent more time on the livery of the cars than practicing for the racing!”

>>>>>



"I've never been that good – I'm always mid to back of the field, to be honest – but I still enjoy it. Just after the lockdown period, at the end of 2021, one of the guys, Tim Parsons, put up a link to EnduroKA and said: 'anybody fancy doing this?' We had a few people who were interested and eventually three of us decided to go for it."

John Bebnowicz-Harris, a British Esports driver, has also recently got behind the wheel for real having competed in online Rallying since 2018. He started his online racing on Codemasters' DiRT series then moved to the WRC esports series, where he finished on the podium in second place this year. During the pandemic, he was asked to join the field in a virtual Rallycross invitational, competing against real life drivers online, and the experience opened his eyes to the opportunity.

He says: "We had various rally drivers and racing drivers, including Charles Leclerc, and Esports guys like Killian Dall'olmo, who is very well-known in sim racing; two DiRT Champions in Lucas Mateja and Joona Pankkonen; and Jon Armstrong, who is in Junior WRC and was the consultant driver for DiRT Rally 2.0."

"The real-world drivers were on pace but it is quite common when you do real drivers vs sim racers for the sim racers to be a lot more aggressive. Many have never raced a real car, so they don't have that sense of danger or fear. We barrel down into turn one, brake at the last minute and if there is a car next to us, we wouldn't be worried about an impact. Real

drivers are a bit cautious into the corners because they don't have that sense of the game and they had a tendency to back out from moves that we potentially wouldn't back out from."

Teaming Up

Things began to become more real for Berg when he made what he describes as "a big leap of faith" to team up with three people he had never even met face to face – teammates Tim Parsons, Nick Creed, and Natalie Knowles. They had chatted online, but by the time they got together they were co-owners of a Ford KA with an EnduroKA entry ticket!

"None of us had done any car racing," says Berg. "Natalie had raced motorcycles, but she had an accident a couple of years ago and stopped. Nick went out and bought a donor car – he spent his own money up front and we repaid him straight away – but there was a lot of trust and we all had to put in time to turn it into a race car."

The group spent five weekends on the car, stripping the interior, replacing the suspension, changing the front hubs and so on. They also paid a preparation company to fit the roll cage and seat, while the experience of developing liveries in Gran Turismo enabled them to design one for the real-life car, get it printed and wrap it ready for the race. As a result of delays, the team had to wait until December to make their racing debut at Brands Hatch and when they did, aside from a few track days in the distant past, the only experience they had was two days of running at Donington, with around a dozen laps each to learn the ropes.

The EnduroKA team with (left to right) Natalie Knowles, Nik Berg, Tim Parsons, Nick Creed



The race at Brands Hatch was no easy start. The Indy KA 500 would last for 500 minutes, giving the team more than eight hours of continuous racing with the closing stages taking place in the dark. Berg and his team-mates joined a highly competitive field of 46 cars and, after qualifying, they found themselves 44th on the grid.

That called for a strategy, but the focus was more on finishing than going fast and Berg explains: "We wanted everybody to have a drive in the daytime, so we aimed at 70 minutes each in the first stint then 50 minutes for the second. That meant we did more pit stops than others – the leaders did four and we did 10! Each lap was just around one minute, so three minutes in the pits and you're three laps down. We knew we weren't going to set the world on fire, we just wanted to use it as a learning experience, get to know the car and each other and how we deal with stresses. It's been a massive learning experience."

After 500 minutes of exhausting but exhilarating racing, car 22 of team AFK racing came home among the 42 finishers in 35th place. They had completed a grand total of 352 laps, 63 laps behind the leader with a fastest lap time just one second slower than the winner. None of that mattered, however. They had competed in and completed their first ever race.

Rally Time

At least Berg and his team-mates had driven a car before they took to the track. When Bebnowicz-Harris got behind the wheel – through progressing in a Rally equivalent to GT Academy called FIA Rally Star – he had only just passed his driving test. "I hadn't even driven a car before starting the competition," he says. "I only passed my test in anticipation that I would need a licence – but that actually wasn't the case! My first experience of driving by myself was in a Cross Car at 100kmh, which was interesting!"

>>>>

FIA Rally Star competitors including sim racer John Bebnowicz-Harris



Real world racing with fading light and greasy tarmac



The competition was launched last year by the FIA with the aim of finding a future WRC hero. Bebnowicz-Harris got his big chance by winning a #RallyAtHome Challenge, which required him to beat all comers in one of 12 special rounds held within the WRC 9 game. That gave him chance to go to Germany to compete in the Continental final – but to get at some experience behind the wheel before going straight into competition, he was invited to join two other UK winners to test a Cross Car near Silverstone as part of the support provided by Motorsport UK in the lead up to the European Final.

He immediately came up alongside some formidable competition in Katie Milner, a McLaren development driver, and Robert Wilson, the UK Young Rally Driver of the Year in 2019, plus George Lepley, all who had also got through to the final. “When I got in the car, the first thing I felt was the extreme acceleration,” he recalls. “I really went for it and I remember feeling ‘oh my God, this is quick, but also awesome’ – but the experienced drivers just thought I was an absolute mad man going full throttle on the first lap! I did get a bit frightened the first time I took off at full speed, though, because I’d never had that experience – in sim racing, it’s just

full throttle, lift the clutch up, just go, because you’ve got no G-force. This was more like ‘oh, now stuff is at risk here, I’ve got to be careful.’”

After that one day of testing, Germany loomed, with a field of drivers that had far more experience than Bebnowicz-Harris. “Anything better than last was possibly a real success for me,” he recalls. “The list of drivers had Cross Car champions from France and Germany, real life Rally drivers, track racers, and then you looked at me, just a sim racer, no experience. People must have thought ‘well, if he gets round without breaking the car, that’s great!’ so I went into it with that optic: just get what I could from it and enjoy the experience.

“I had no pressure. We were put into groups and my first lap was mid-level, I had a moment on my second lap and my last was enough for P4 in my group. If it wasn’t for a small gearbox problem, which cost me about a second, I would have been third and into the next round. As it was, they gave fourth and fifth place finishers a chance on the sim, with the fastest two going to the last stage – but the seat was set up for a guy way taller than me, so I didn’t make it. It was a bad way to end, but from where I started, that’s a success in my books!”

George Lepley, Rob Wilson, John Bebnowicz-Harris and Katie Milner at the Cross Car test





John Bebnowicz-Harris finished second in the 2022 WRC Esports Championship

Feeling the real

While both Berg and Bebnowicz-Harris acquitted themselves well, neither came home with a story of conquering all, straight from the console. That, of course, is no surprise, because while Esports do well to mimic the real thing, getting a car around a race track or rally stage is all about the feel. And that is something that is very hard to replicate virtually.

In a team of real race rookies, however, Berg discovered that while he was a “relatively ordinary” sim racer, trailing his team-mates by “a second or more a lap at most circuits” things changed when it came to physical driving. “I was quicker than they were,” he says. “I’m a bit lighter, which helps, but I just had more the confidence. On the console, it’s very good for understanding where a track goes but there’s not enough information for me to really fully put that into practice in terms of getting that last second or two. In the car, the field of view is greater, you can turn your head, look deeper into corners, you feel much more about what’s going on with the car.”

It was the same for Bebnowicz-Harris when he got behind the wheel and he adds: “When I hopped in the car, everything felt natural because I could feel what it was doing. In racing games, G-forces are translated through steering wheel feedback, which gives you a good sense, but it’s not perfect. When you get feedback it’s often too late to do anything about it. In a real car, the wheel feedback is minimal, and the G-Forces give you that additional information – you can feel when you’re about to lock up or when the grip isn’t as much as you expected.

“Right from the first turn, I could see I’d actually got more feedback, more data in my head to process and feel where there is more grip and I can go faster. It’s the same in reverse when real drivers go on a sim. Many of them say the lack of G-force is a real detriment to them controlling the car. I remember WRC driver Oliver Solberg saying the same when he did his Dirt Rally series during Covid – he couldn’t feel the car properly without the G-forces and had to use an exterior camera to see what it was doing!”

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Where sim experience did come in useful, as has been proven time and again throughout motorsport, was in learning track layouts. This was true both for Berg and Bebnowicz-Harris, but proved particularly successful for Berg's team-mate Knowles, who had initially been several seconds off the pace when the team had their first testing session.

"She was quite disheartened and she did really get it," recalls Berg. "We don't have two seats, so nobody could go with her and coach her but she got on the sim in a similar car and did

tons of laps of Brands Hatch. When we got there, she was right on it. Learning the track, the braking, and turn-in points, and having the confidence made a massive difference to her.

"One of our other team-mates also tried VR and said it really helped him get used to the height and severity of the kerbs as well as the huge elevation changes, particularly at Paddock Hill Bend, which is a real rollercoaster. Even then, though, when he did his first run for real, he couldn't believe how steep it was."

>>>>>

James Baldwin: from racing to console and back

James Baldwin transitioned in the opposite direction, from cockpit to console, after his real racing budget ran out. He was crowned the World's Fastest Gamer in 2019 and used that success to secure a racing return with Jenson Button's British GT team in GT3. He now hopes to build a career in both worlds, and this year won Esports gold at the FIA Motorsport Games while also racing in the Spa 24-Hours.

"When I was eight, my dad took me to an indoor kart track in Aylesbury and since that day I've been hooked on driving. I raced karts at a national level for eight years, won races and championships and when I was 17 my parents had saved up enough money for me to have two races in Formula Ford 1600. With no testing, my results were average and that was the end of my motorsport journey. Or so I thought.

"It was two years later, in 2017, when I first tried a racing game. I got a Project Cars bundle with a wheel and pedal set and found it gave me the ability to enjoy my passion, despite the fact it wasn't real driving. I would work an eight-hour day, come home, then sim race for about six hours! But it was only in 2019 that sim racing became my full-time job.

"When I jumped on a sim, I was fairly decent from the start – I could see that racecraft was one of my strengths and I put that down to racing in karts. However, I was shocked by the level of competition. Some of the talent in sim racing is frightening and I'm sure that if more sim racers were given the chance to race in real life, as I have, it would be great to watch.

"Despite my karting experience, I put in hours of practice and would still be more than a second off the pace. I then realised it's not just about the driving. There are many factors in sim racing that determine how fast you are. Driving, of course, is the main one, but settings, set-up, the level of your equipment; these were all things that over time I learned made a difference.

"Sim racing has allowed me to reignite my real racing career and next year my target is to race in a full season of GT World Challenge Europe. Without it, my racing career would have ended. It not only changed my career path, but it also changed my entire life. I owe everything to it, and while I will continue to push hard to succeed in real life racing – with the goal of one day winning the Le Mans 24-Hours race – I also want to continue to sim racing at the highest level.

James takes Esports gold at the 2022 FIA Motorsport Games

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JEP

Monica Boulton Ramos: karting to F4 via a console

Monica Boulton Ramos began karting in 2019 and started sim racing two years later when she went halves with her dad on a wheel and pedal set with the aim of improving her on-track performance. Then the ROKiT Racing Stars Esports Competition came along and changed her life. She won it, and began her race driver training and will now be competing in the ROKiT F4 British Championship certified by FIA in 2023. This is her story.

"I first started sim racing to help improve my karting. I was racing at my local track, Daytona Milton Keynes, and I was able to gain more confidence and experience through practice at home. I also started videoing my races with a helmet-mounted camera and reviewing both my sim and video work really helped me improve my on-track abilities.

"I didn't get the wheel and pedal set thinking I would ever compete, as I only really did AI races. When I started sim racing, I wasn't really too sure what I was doing! I joined open servers on Raceroom and drove around with the racing line on! I did see a great improvement in my karting, though, and as I started using my rig less, I saw my karting performance drop.

"When I discovered the Racing Stars competition, I spent hours nearly every day practising for the final of the competition in Bolton, which is what helped me be good enough to win. I have since been doing race driver training, being supported by ROKiT, Motorsport UK and

Hitech. I had picked up a few bad habits from karting, so Hitech and I worked through this on a sim with a race engineer. That enabled me to understand how to drive the car and the circuit, as well as adapting my technique.

"One thing I find sim racing lacks is the immersion. You don't feel the G-forces or how the car is reacting the same as in real life. Another is that on a sim you can spin and crash but just reset. In real life, you can't do that! It is not something I can improve on the sim either, it takes experience on track.

"My future ambition is to have a career in motorsport, ideally at the track, whether I make it as a racing driver or as an engineer. At this point I am putting all my effort into being a driver and hope to make that a success. Thanks to Racing Star, I now have an opportunity to race in the British F4 Championship in 2023, which I otherwise wouldn't have. From there, I can progress to F1 Academy or W series, which would lead on to F3 and beyond."



JEP

Bebnowicz-Harris already had a built-in knowledge of the Estering track where his real-life competition run took place, having driven it numerous times in Dirt Rally Esports races. "I knew the braking points – they were a bit different in real life but I had an idea – and I knew the Cross Car a bit too, as it is available on the simulator. After the test in the Cross

Car near Silverstone, I went back to the simulator and set up the car as I felt it drove in real life. So, I practiced using my own settings that I had developed from driving the real car, which was kind of a backwards way of doing it, but it actually worked pretty well."

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Sim versus Reality

Where sim racing does struggle compared to real racing is in the minutiae. The latest games have incredible levels of detail and intricacy when it comes to set-up, but Berg found that the subtle changes experienced on a real track – particularly with a beginners' level of experience – are often hard to replicate in a virtual situation.

"In sim racing, you don't really get the sensation of what's going on with the car when the tyres go off, so we didn't know what to expect," he explains. "I started the race on fresh tyres, but after about three hours Natalie was complaining of understeering and making weird noises. That's when we worked out it was the tyres.

"Also, in a real car, one of the biggest areas where you can make up time – especially with front wheel drive – is using the brakes to help rotate the car during turn-in. However, if you are too aggressive, it's super snappy. It's about trying to find that balance and I find it really hard to do that in the sim and be able to brake and just feather the turn-in."

That level of subtlety, Berg believes, is dependent to a certain level on the quality of sim equipment you have. While the game remains the same, whatever you use to control it can vary immensely, with the most committed virtual racers spending thousands of pounds on rigs with pedals and steering wheels that provide more realistic, even hydraulic feedback.

Berg adds: "I think the better your equipment, the more realistic your experience will be. One of the reasons I am slower than my team-mates in the sim is braking and that could be because I have got a fairly basic pedal box. It is very linear, so it's not about how hard you press but how far you press it. That makes it difficult to get any sensation of feedback."

This subtlety becomes even more stark when it comes to Rally simulation, because if you think a racetrack is constantly changing as the rubber goes down, that is nothing compared to a Rally stage. In real life, every time a car does a run the surface changes a little bit – so replicating any venue with any realism is extremely challenging.

Bebnowicz-Harris explains: "Track sims can laser scan circuits to map out all the bumps and kerbs, but Rally has a dark art to it. Even if you explain to somebody how to drive the car – braking at that point, accelerating another point, turning the wheel X degrees – there is uncertainty because the grip changes a lot.

"Stage conditions change, there's lots of ruts, so no two passes will be the same. It was the same in the Cross Car. No two laps were the same because the mud was in a different place, the tyres had worn down, the gearbox was warmer or less warm, so the feedback from the car was different. In games, it's very difficult to simulate something that is sort of hearsay."



Car #22 of team AFK racing came home in 35th place

As a result, when Bebnowicz-Harris had his first Cross Car test he was at a significant disadvantage compared to the real-life racers. “They’re the opposite world and you could really sense it,” he adds. “As soon as they got in the car, they were giving detailed feedback – like the suspension’s a bit soft, the brake balance is off, the tyres are overheating – whereas when I got in, it was like, ‘oh yeah, the car turns, that’s great!’”

Making the transition

It is clear that while sim racing does provide some level of benefit to those wanting to try out racing for real, it is very hard to hit the ground running and be on the pace immediately. Bebnowicz-Harris believes that motorsport’s traditional ladder, where drivers begin in karting and rise through the ranks, provides far more than just the racing experience that esports driving offers.

“When you start in karting when you’re six or so, you get the chance to find sponsorship, gain notoriety and get results on the board,” he says. “If you are a sim driver and then decide to have a go in a real car, you are starting from zero. Even if you win a competition, you might get a drive or even a season in car, but that’s usually that. Pro drivers and sponsors don’t [currently] see sim-racing results as a big deal, so sponsorship opportunities are scarce. Usually, people who choose virtual driving don’t have pro drivers in their family to help them at the start, or any big money in the family for that matter.



Don Froude

“That was the case in the FIA Rally Star, because it is for two or three years of driving, with the last year a full season in the Junior Rally Championship. After that, nothing’s guaranteed and either you’ve got sponsorship money behind you – which some of the drivers did – or you will struggle because teams are usually looking for money, even in Rally.”

Both Berg and Bebnowicz-Harris concur that, after tasting racing for real, the appetite for more is insatiable. However, it is the cost that often makes progressing from console to cockpit a tricky decision. “Racing is obviously more expensive,” adds Berg. “Even though we’re splitting the bill four ways, it’s still a lot of money. If I were to spend £1,000 or so on a sim setup, that’s my race fees for three races. But which would I rather spend it on? Definitely real racing. During lockdown, it was unbeatable to do online racing every week, and it still is, I’ve made good friends with it and they’ve all been really supportive, but you just can’t beat getting out on track.”

Bebnowicz-Harris feels that some for some sim racers, money is not the only obstacle to getting on track, it is also the risks that real motorsport entails. However, he adds: “There are lots of different scenarios out there, but I think there’s a general tendency that those that have the money to choose will go off and do motorsports whenever they get an interest; those who do sim racing generally don’t have the money to start real life racing.

“My feeling at the end of the competition was ‘when can I have another go?’ and that feeling is still there. Whether I will get the opportunity or not, that’s not entirely up to me. You get caught in that question of ‘how am I going to get better?’ I would love to be doing a Rally series, I would love to be competing in real life, but the funding isn’t there and because I don’t have that background of racing as a kid, I’m not known, I don’t have sponsorship. I’d have to fund it myself and that’s the real challenge.

“To buy the best of the best sim racing equipment is under £10,000. Now, that’s a lot of money, but you can start sim racing for £500 – and that’s not going to get you very far in a real car or even in a karting championship, where the entry fees for a season are a couple of thousand pounds or more.

“So, I don’t think you’d go to many sim racers and ask them ‘do you want to drive in real life’ and get ‘no’ as an answer because even if they have that fear of real racing, they would work out how to overcome it! The answer you would get – and the answer that I would give – is ‘yeah, sure, but who’s going to pay for it?’ 🌀

MY MOTORSPORT MOMENT

JEP



Jimmy McRae won the British Rally Championship a record five times in the 1980s. He was also a runner-up in the European Championship in 1982 and scored two World Rally Championship (WRC) podiums on home soil in 1983 and 1987. He and his wife Margaret had three sons, two of whom went on to compete at the top level in Rallying – Colin, who won the British title in 1991 and 1992 and the World Championship in 1995, and Alister, who won the British title in 1995 and competed in 77 WRC events. Grandson Max, the son of Alister, is now the third generation to get behind the wheel and, at just 18 years of age, is hoping for a JWRC drive in 2023.

Event: Burmah Rally

Date: 1974

Car: Mk1 Ford Escort



The Burmah Rally was my fourth ever rally, and it was the one that changed my life. Before I got into the sport, I raced in motocross and trial bikes –

I was actually runner-up in the Scottish championships – but I gave it all up when I bought a small plumbing and heating company. I didn't want to end up with a broken leg when I had a business to run!

After a couple of years, I was getting itchy feet and my wife Margaret said: 'you need to get something to take up your attention on weekends.' She didn't want me buying another bike, but I had a couple of friends who did rallying, so I went out with one of them for a test one night around the back roads of Lanarkshire. I liked it, but I immediately thought 'if I'm going to start rallying, I'm not going to be sitting in the co-driver seat!'

>>>>>



Jimmy McRae with a Ford Escort Mk1, that helped launch his rally career



The Ford Cortina 1300 took McRae to 11th overall in his first ever event

Vauxhall motors would become a long-standing partner with Jimmy after he 'tried something different'. Here he tackles the 2015 Wales Rally GB with Pauline Gullick in the Vauxhall Firenza Can-Am



I bought a four-door 1300 Mk1 Cortina, which had a lot of Lotus bits on it, and I entered the Arbroath Stages. There were quite a few of the Scottish Championship guys in the field but we finished 11th overall in my first ever event. I was on top of the world. My co-driver said, 'you're quite good at this!' and the press at that time were saying: 'who the hell is this?'

A lot of people couldn't believe that it was my first ever rally, but I put a lot of it down to riding bikes. On a motocross bike you pick the best place to get grip. You read the road properly because if you come off, it hurts. In a car, with all the metal around you, you're maybe a wee bit braver. So, I quickly became better in the car than I was on the bike!

A fortnight later, we bettered that first result at the Border Counties Rally. That event attracted some of the English guys and Malcolm Wilson was there in a 1300 Ford Escort. It was the second ever rally for both of us. He was 12 years younger than me and, well, I beat him! We finished fifth and I decided 'bloody hell, I'm going to really concentrate on trying to do bit better here.'

I was a member of the Lanarkshire Car Club, and they ran the Burmah Rally, a big event that all the top rally guys came up for – people like Andrew Cowan, Roger Clark, Billy Coleman, Tony Pond. So, I sold that car and bought a Ford Escort twin-cam, but the organisers said I had to go and do another

event to get another signature in my licence if I wanted to enter it. I entered the Barrow and Furness Festival Stages and finished third.

I called the Burmah Clerk of the Course, and we were in, seeded either 78th or 87th – I don't remember which. The event started in the late afternoon and ran more or less overnight, so it was the first time I had rallied in the dark. It finished in the afternoon of the following day, and you went to bed, had a couple of hours sleep, then went to the prize giving to find out the results.

I will always remember the moment I went to look at the sheet on the wall. I was looking down around the 30 or 40 mark to see where I was, and Margaret said to me "you're eighth". I said 'oh, bloody nonsense' but she was right. I actually finished eighth! I was standing there, all these guys around me, and I was in tears. I just couldn't believe it. If I had been in the 20s or 30s, I would've been happy – but to be eighth, the first 1600cc class winner, it changed my life. It made me decide to give it a proper shot and by the end of the year I was the Scottish Challenger champion.

Everybody rallied Escorts so when I wanted to buy a new car for the following season, I decided to try something different. The boss of SMT, a big Vauxhall dealer in Scotland, said 'why don't you drive a Vauxhall?' I bought a standard road car, they helped

Jimmy McRae and Pauline Gullick compete a Porsche 911RS in the 2019 Wales Rally GB



convert it to a Group One, and I started rallying that. By 1976, I had a semi-works drive and I got the Vauxhall drive thereafter.

I had lots of great moments after that, and one I particularly remember was when I won the Circuit of Ireland for the first time. I went on to win it a total of seven times, but the first was a big, big battle with Ari Vatanen. Right through the whole rally we were never any more than a minute apart and to come out of that beating him, that was another joyous moment with tears. Another high point.

When Colin and Alistair started out, I was on the side watching – but I'm not so good at watching, to be honest. I don't like the worrying side of 'are they coming through, are they not, what's happened?' I co-drove for Colin in the first event he did, the Galloway Hills Rally, in a Vauxhall Nova. It was the last round of the Scottish Championship and after that I vowed I would never sit in that seat again! Then I sat beside Alistair, not in a rally but in testing, and I've sat beside young Max as well.

Who knows, if I hadn't got that result in the Burmah Rally and gone into rallying professionally, would Colin have started? Would he have been World Champion? Would Alister have started? Would he have been British champion? And now Max, in Australia, is showing a lot of potential. All in all, I'm glad I started rallying and stuck at it! ☺



Jimmy, with sons Colin and Alister, both of whom may never have started rallying if he had not done so well in the Burmah Rally



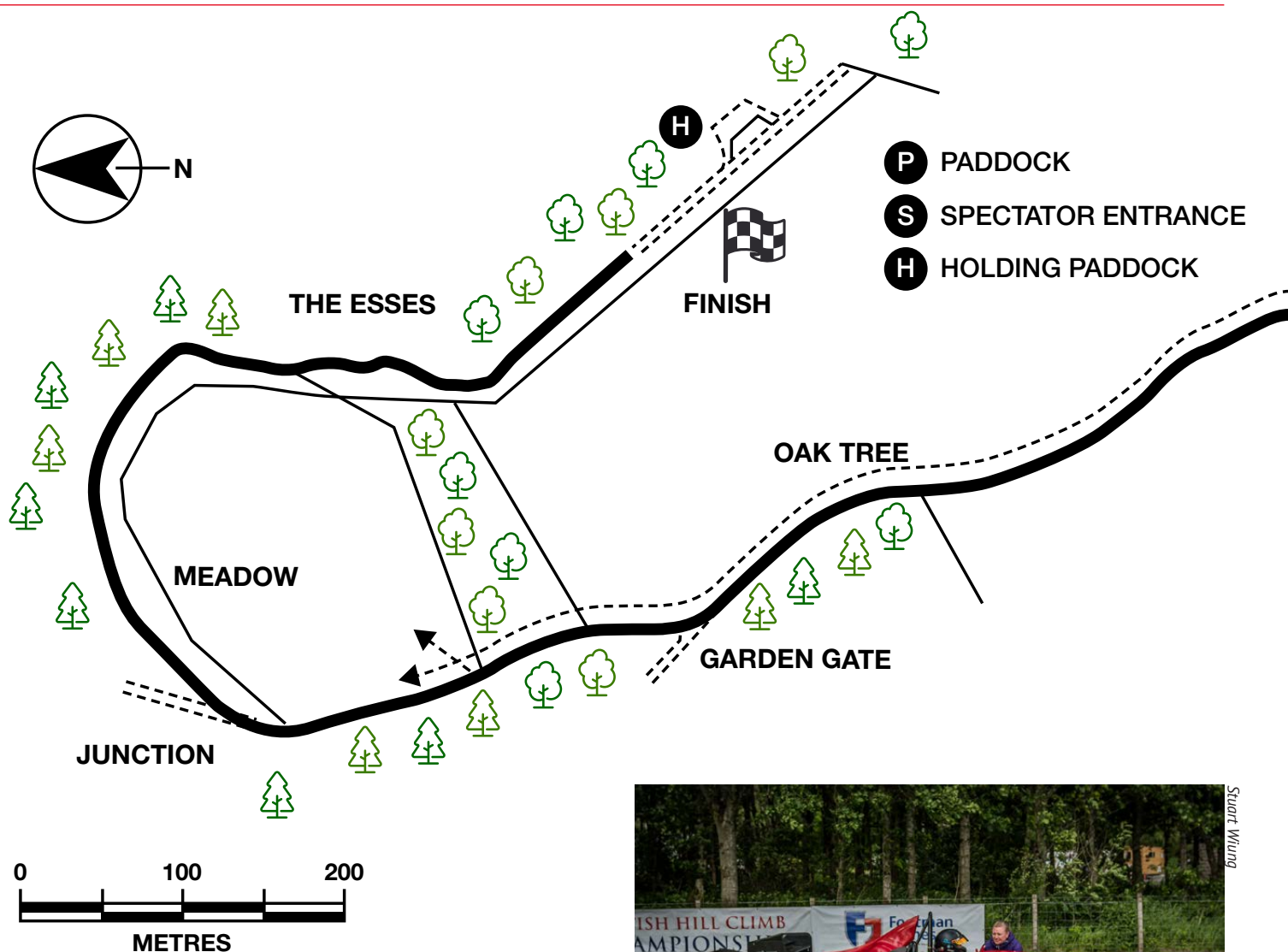
Doune

Doune is recognised as one of Hill Climbing's premier venues and has become known as 'The King of Hills'. Volunteer Billy Cater and British Hillclimb Championship Commercial Lead Stuart Webster give us the low-down on the venue

Location: Doune, Perthshire, Scotland, FK16 6HG

Length: 1,350m

Website: www.dounehillclimb.co.uk



Stuart Wung



History

Doune is run by Lothian Car Club (Edinburgh) Limited, which was founded in September 1948, but the venue itself was only developed in 1967. The course, designed by Ray Fielding, was built over two years and the first event was held in April 1968, with Raymond Mays officially opening the course in June of that year.

The track has been altered twice in its lifetime and today its length is 30 metres shorter than the original. It gained a new paddock in 2000, added a paddock ring road in 2002 and was re-surfaced for the second time in 2018.

The first Hill record was set by Sir Nicholas Williamson driving a Brabham BT21C in June 1968 at 48.84 seconds, an average Speed of 61.82mph. The current outright record holder is Sean Gould, who set a time of 34.67 seconds on 20 June 2021. The average speed now is close to 90mph from a standing start.

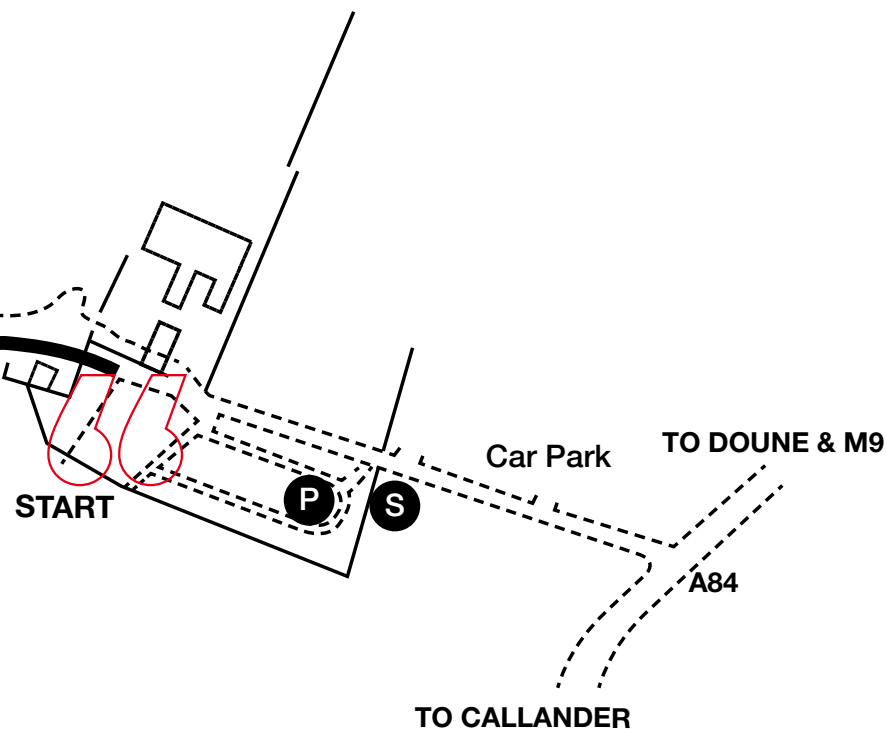
Track

The track has the steepest incline of all the Hill Climb venues in Britain. It runs up alongside woodland and turns back on itself through a meadow. Stunning views are offered with the backdrop of a spectacular forest, while driver challenges continue to the top with an esses section before the finish.

Events held at the track

The venue is scheduled to host four events in 2023 including two rounds of the British Hillclimb Championship in June, a classic event in May, and rounds of the Scottish Hillclimb Championship.

>>>>>



How to get on track

The most cost effective way to start to compete in Hill Climbing is in your standard road car. Obtaining a licence that will get you on track is relatively cheap and easy – just visit the Motorsport UK website and it will guide you through the process.

An excellent guide to getting started in Speed events is accessed via the Hillclimb and Sprint Association website – www.hillclimbandsprint.co.uk/introspeed.asp

Best section

The early part of the hill, although tight and Armco-lined, is very quick before opening up for the steep climb to East Brae. East Brae is one of the most difficult corners to get right in British Hill Climbing, as its fast and super steep approach offers no view whatsoever of either an obvious turn-in or apex point. Many a good time has been ruined by incidents here.

Best viewpoint

Doune offers many great viewpoints. The close-up view of cars attacking the early section of the hill through Tunnel is spectacular and the speed of the cars as they exit this section by turning right at Garden Gate has to be seen to be believed. Due to the claustrophobic nature of this Armco lined section, margin for error is close to zero. This really is Hill Climbing at its very best!

Best spot for photography

Almost the entire hill is available for spectating and photography, but the drivers are seen at their most committed at Oak Tree corner and across the Meadow to East Brae.

Fascinating fact

Doune comes from the Scottish Gaelic 'An Dùn' which means 'the fort' – because the town is dominated by a late-14th Century castle.

Best place to eat

An Antiques Centre on site hosts Cafe Circa, which provides food alongside on-site catering units.

Where to stay

Doune Village offers the nearest accommodation, with one hotel and two Bed and Breakfast options. Stirling and Callender, both of which are within 10-15mins drive, offer a wider choice of accommodation.

Best pub

The newly refurbished Woodside Hotel in Doune Village is the nearest pub. Plenty of pubs and restaurants can be found in Stirling and Callender.

Things to do nearby

The imposing Medieval Doune Castle was used as a filming location for Monty Python and the Holy Grail and is also seen in the television series 'Game of Thrones' and 'Outlander'. It sits on top of a wooded hill on a river bend, with a large central courtyard and an impressive Great Hall.

Blair Drummond Safari Park is a good close by option for youngsters, while for those who want to sample a wee dram of the local speciality, Deanston Distillery makes single malt whisky in a former cotton mill just a mile out of town.

How to get there

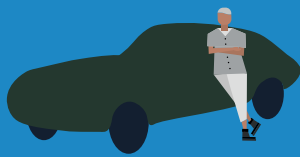
Doune is situated near Stirling, about four miles from Junction 10 of the M90. It is located on the A84, about a mile west of the village of Doune itself, on the right hand side just before arriving at Buchany.



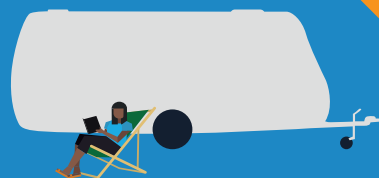
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Lessons Learned... with Neil Jones

Neil Jones is a two-time BTRDA AutoSOLO champion from North Wales. He runs a small family Haulage business – which celebrates its Centenary next year – and has a passion for all types of motorsport – watching, marshalling, and competing. Growing up near the family's yard, which was big enough to park 10 trucks, it was no surprise that he and his brother were racing and timing each other doing laps at the age of 10-12, using whatever cars were around and had failed a recent MOT! Neil tried many disciplines including Rally co-driving, PCAs, Car Trials, Autotests and Targa Rallies, before settling on AutoSOLO, having decided it was just as competitive as others and was relatively cheap and low maintenance. He also says, "obviously, none of this would be possible without a very supportive and understanding wife."



Two-time BTRDA AutoSOLO champion Neil Jones

1 Success is about car control, not speed, Bala MC PCA, 2015

When I started out, I didn't know whether to go front-wheel-drive or rear-wheel-drive, so I bought an old MX-5 that had failed its MOT, made sure it was safe to drive, and entered PCAs, as they don't need an MOT. The Ranges is a mixture of tarmac and gravel, and it taught me a lot about car control.

I was a lot younger and a lot wilder back then and I was also very handbrake happy, so there was a lot of sideways, which is of course fun but not fast! I quickly learned that real wheel drive was more fun and the one for me – but I also quickly realised that going flat out all the time isn't the way to succeed.

2 Analyse your performance to improve, Lymm, May 2017

I record all my runs from in car and analyse them to see what I can do better, even if I win an event by 15 or 20 seconds – which is a lot in AutoSOLO. Sometimes you just don't realise how aggressive you are on the throttle and the brake and by looking back you can see where you can be smoother – which in turn means faster, where you should be coming off easy and powering through. It all clicked in the early summer of 2017, when I put it all together and got my first National B win and, a month later, my first BTRDA win.

Jones collecting his awards from Motorsport UK CEO Hugh Chambers



Duncan Wild

3 Focus on yourself not others, Curborough, November 2018

Going into the last round in 2018, I was level on points with another guy and there was a lot of pressure. Everyone knew it was down to the two of us and everyone was talking about it. It was decided on class points back then and because we both won our class on the day, it went to the tiebreaker, which was who was quickest on the first layout of the day. I am usually someone who likes to know what everyone

else is doing, but before that first run, I decided to blank out everyone else and just do my own thing. Watching everyone else's times just hypes you up and that makes you go too fast into a corner, locking up and losing time rather than being smooth. By doing my own thing I was 0.4s quicker than him in that first run, so focusing on myself actually helped me win my first BTRDA Championship.

>>>>



Jack Flash Photography



Early days with the MX-5 Mk1

4 Don't be afraid to give up on something, Lymm, 2021

After winning the championship twice, I changed cars in 2020-21, and bought an MX-5 Mk2. It cost twice or three times as much money as my old one and it was heavily modified with plenty of power. However, I quickly found out power isn't everything because I never seemed as quick in that as I was in the old one! It was at first just un-driveable on AutoSOLO because it just wanted to go on a bigger track. It wanted to go, go, go. Maybe due to it being modified, it was

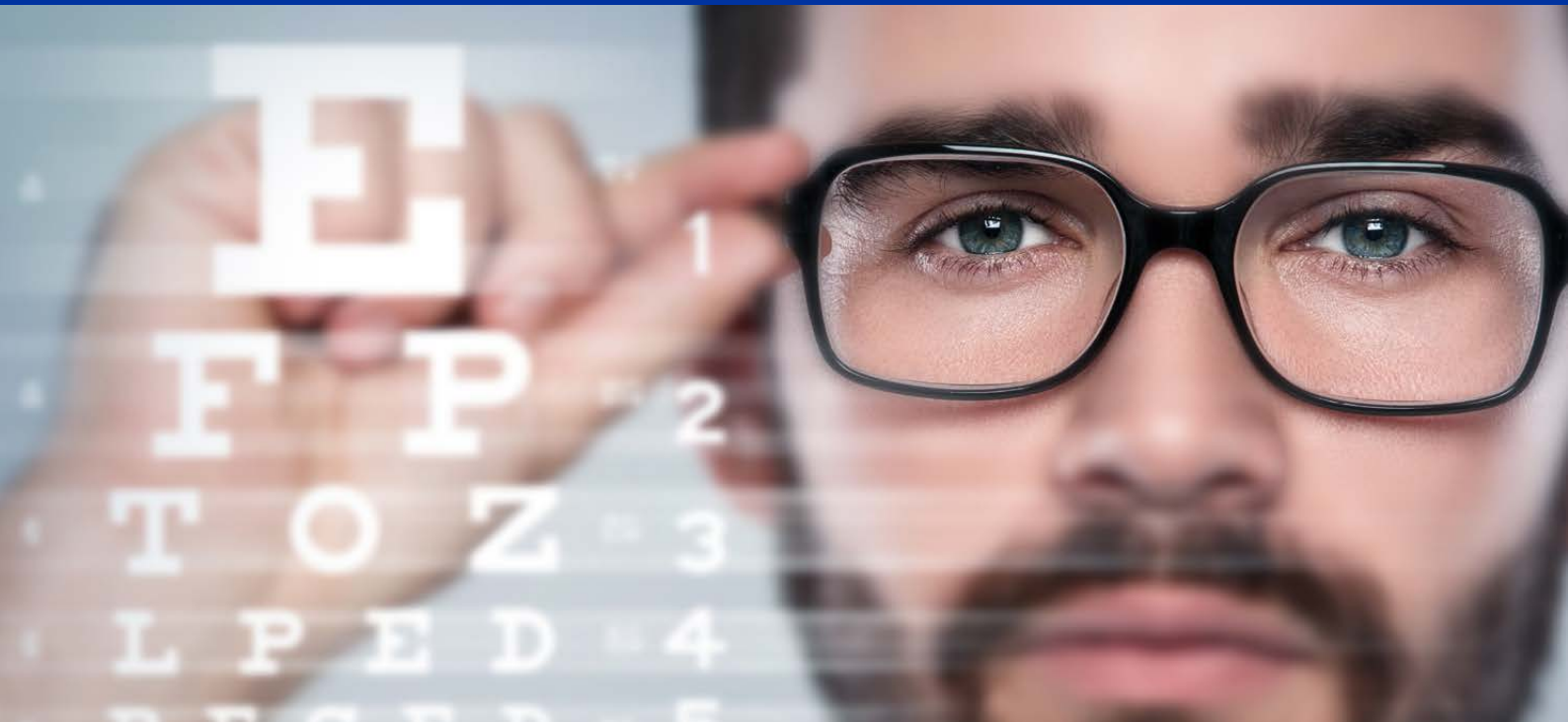
also unreliable, to the point where I didn't get to three events because it started playing up on the way there and I ended up turning around and going back home. So, although I had a lot of fun in it, it was going to take a while to get right. I never got the time to get to grips with it as a new car opportunity came up that I couldn't turn down. I got an MX-5 Mk3. I don't like giving up on things, but sometimes it makes sense to move on. I won the first four events of 2022 in the new car.

5 Helping people out is a good thing, Kemble Airfield, March 2022

In this sport, everyone is in it together. When others break down, everyone else just swarms around the car to help, even though we are all competing against each other. It's like family. When one of my main rivals had problems and rather than just carry on with the day, we all stopped to help. We didn't necessarily do anything because he was fine to look after his own car and is quite mechanically minded, but we all chipped in with ideas, with parts, with suggestions, and he got back on track. When you lend a hand, it's satisfying to see that person have a good day at the end, even if they are your main opponent.



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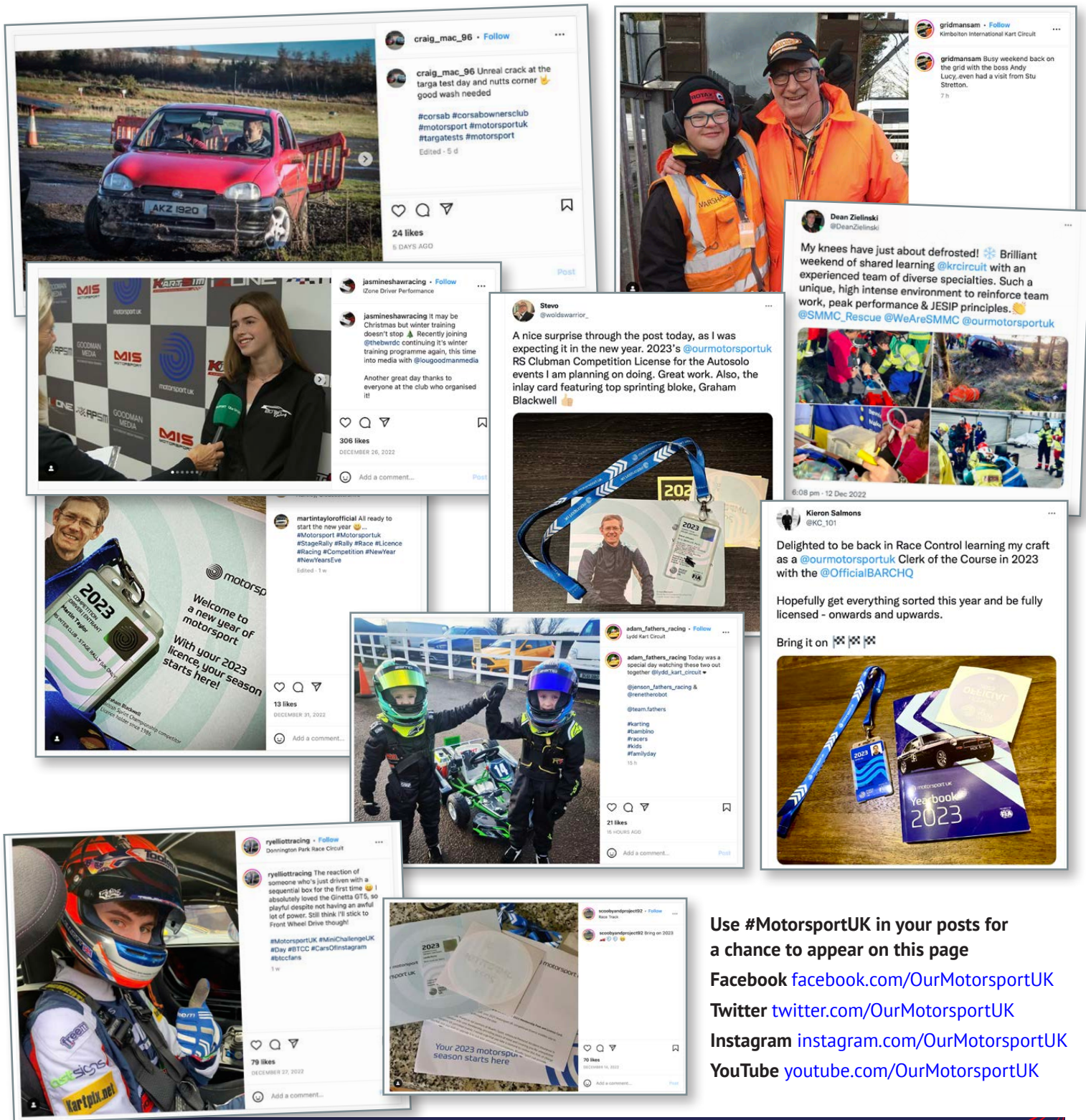
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Online highlights from the past month on social news feeds

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

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



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

Sitting 6th December 2022

Mark Heywood KC (Chairman), David Scott, Robert Bassett

Case No. J2022/29 Flaherty – Judgement

Mr Champkin appeared on behalf of Motorsport UK.

Mr Flaherty did not appear and was not represented.

1. The National Court has considered disciplinary proceedings brought by Motorsport UK against Mr Mark Flaherty.
2. Mr Flaherty faces two charges, both arising from his non-payment of fines imposed by the Stewards of the FIA World Rallycross Championship, for contraventions of the Articles 12.4.1(c) and 12.8.1 of the International Sporting Code
3. Mr Flaherty was a 'Permanent Driver' within the meaning of Article 8.3, committed to entering every round of the championship. He failed to comply with these obligations by not competing in rounds 2 & 3, in Latvia, on the 2-4 September 2022, for which he was fined €5000, and for a similar offence in Belgium on 7-9 October, for which he was again fined €5000.
4. The enforcement of the International Sporting Code within the United Kingdom is the responsibility of Motorsport UK, as the relevant ASN; see General Regulation A2.1 and as the holder of a Motorsport UK, International licence, Mr Flaherty is under the jurisdiction of Motorsport UK.
5. The Court orders that unless the fines due to the FIA are paid in full by midnight on 31st December 2022, Mr Flaherty will be disqualified from holding a competition licence for five years.
6. It is further ordered that Mr Flaherty pay a contribution to the costs of this hearing in the sum of £1000.

**Mark Heywood, Chairman
6th December 2022**

Sitting 6th December 2022

Mark Heywood KC (Chairman), David Scott, Robert Bassett

Case No. J2022/33 / Alistair Bray – Judgement

1. The National Court has considered an eligibility appeal brought by Mr Alistair Bray.
2. In the course of the BRSCC Masters MX-5 Super Cup, race 3 held at Snetterton circuit on 15th October 2022, the Clerk of the Course, Mr Levitt, found that Mr Bray was guilty of contravening Championship Regulation 5.7.2: prohibited modifications. This finding arose from the fact that in post-race scrutineering following race 3, the cam timing in Mr Bray's car was found not to comply with the Championship Regulations, in that the exhaust cam was out of position compared to the inlet cam. In consequence Mr Bray was disqualified from the results of the race.
3. Championship Regulation 5.7.2 provides, so far as is relevant, that it is only permitted to use a standard camshaft complying with specified part numbers, and that it is not permitted to regrind, re-profile or modify the cams in any way. Any method of altering the manufacturer's valve timing is prohibited and the manufacturer's standard valve timing must be maintained. The regulation sets out a diagram showing the required camshaft measurements. There is no reference to permissible tolerances.
4. After race 3, the cam timing of five cars, including Mr Bray's were checked for compliance by the scrutineers. The process involves the use of the club's own designated measuring tool, a flat metal bar, rectangular in shape and machined to fit inside the designated camshaft slots and upon which a dial gauge can be mounted to measure while the crankshaft is at the manufacturer's standard top dead centre. This is a pattern part, apparently in common use by engine builders. Rather surprisingly, it appears the procedure is performed initially by the teams' own mechanics, then verified by the series' technical expert, Mr Breland.

5. The issues before the Court have been difficult to resolve. Unfortunately, the material before us is limited, and in many ways, unreliable.
6. The Scrutineer's non-compliance report is handwritten. Mr Bray accepts that he signed the form to indicate that he agreed that the vehicle failed to comply with the regulations, but states that this was in his belief at the time that the timing tool was accurate. Mr Bray asserts in his protest / appeal form submitted to the Stewards that "we" had informed the scrutineers (a reference to Mr Breland, the series technical expert and an assistant scrutineer) at the time that the tool had been damaged by other competitors forcing the tool into place and out during the checks on other cars.
7. Unfortunately, though the form was sent in time, by email, it went to the recipient's junk mail folder and was not noticed for over an hour. The delay cannot have helped recognise the developing issues.
8. In his submission, Mr Smith, the Eligibility Scrutineer, describes Mr Bray "being in agreement that the standard timing could not be aligned." Given Mr Bray's account and timely lodging of his appeal, we cannot place as much weight as usual on the "agreement" that the cam timing was non-compliant
9. Of greater concern is the fact that the club's designated tool was not secured. It appears to be common ground that the tool was made available to Mr Bray's team to assist in correcting the timing after the car had been released from parc fermé. The tool was not available to the Court, nor was there a template against which it could be measured. Photographs of the tool, taken against a steel ruler, were submitted by Mr Bray. It is clearly marked by use and deformed to a small degree, visible to the eye but not measured. Mr Smith expressed understandable surprise that the tool had been lent out in this way. There is no evidence of who had control of the tool, how it was treated or, most importantly, whether it was already deformed when lent out. We make it clear that it has not been suggested that the tool was deliberately damaged at any stage.
10. The measurements in question are very small and no evidence was put before us of the degree to which non-compliance was indicated. Mr Smith has provided what would otherwise be a persuasive description of how the test is carried out and why he considers it is unlikely the tool was deformed at the time the test was carried out, but he does not suggest such deformation would not affect the test. Unfortunately, there can now be no way of checking. In the circumstances, we find it impossible to conclude even on the balance of probabilities, whether the cam timing was compliant or not.
11. Accordingly, the Court feels obliged to give the benefit of the doubt to Mr Bray and allow the appeal.
12. The results of the meeting are to be re-published to the extent required in consequence of this ruling and the appeal fees are to be refunded.

Mark Heywood, Chairman
6th December 2022

>>>>>



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

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

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

Rod K Parkin, Chairman of the Trustees

British Motor Sports Training Trust

Motorsport UK, Bicester, OX27 8FY

The British Motor Sports Training Trust is a UK Registered Charity (No. 273828)

Sitting 6th December 2022

Maxwell Esterson, (Driver) and Low Dempsey Racing Ltd.

t/a Ammonite Motorsport

Case No. J2022/34 / – Judgement

Mr Chapman appeared on behalf of the Appellants

Mr Low attended in person, Mr Esterson by video link

Mr Tom Mills appeared as an Interested Party, together with Mr Kevin Mills

Mr Champkin appeared on behalf of Motorsport UK

1. This appeal arises out of an incident that occurred during the Walter Hayes Trophy Final at Silverstone on 6th November 2022. The appeal was heard on 6th December 2022. On that date, we rejected the appeal. These are the reasons for our decisions.

Introduction

2. On lap 8 of the final, Maxwell Esterson (car number 1) and Tom Mills (car number 121) were competing for the lead of the race. Track conditions were changeable and difficult; in parts, the surface was wet and slippery. As the drivers competed for position at Luffield corner, contact occurred between them, and Mr Mills left the track on the outside, entering the gravel but managing to re-join having lost 4 places.
3. Mr Esterson won the race on track, however, following a protest by Mr Mills, the Clerk of the Course interviewed both drivers and viewed video footage from both cars and the circuit camera looking back across Luffield corner from the outside. He adjudged that Mr Esterson had caused a collision, contrary to General Regulation Q12.21.4 and pursuant to GR G5.3, imposed a time penalty of 4.5 seconds and three penalty points on Mr Esterson's competition licence. The time penalty was such as to demote Mr Esterson from the race win.
4. Mr Esterson appealed to the Stewards of the Meeting on the basis that this had been a racing incident. The Stewards, having heard from the parties and considered the footage, upheld the decision of the Clerk of the Course.
5. Mr Esterson now appeals to the National Court, contending that a gross miscarriage of justice has occurred (GR 7.1.3(a))

Discussion

6. In advance of this appeal, the Court too had the opportunity to consider the all the video footage. In addition, the Court was assisted by a helpful presentation of annotated stills prepared as part of a post-race analysis submitted by Mr Collins on behalf of Mr Esterson,

which drew attention to details he relied upon, such as the position of the respective cars on track and the extent and direction of steering lock being applied.

7. As the cars approached Brooklands, the left-hand corner preceding Luffield, Mr Esterson enjoyed a lead of several car lengths over Mr Mills. Trying to hold a wide line to the right of the track in difficult conditions, Mr Esterson understeered wide to the extent that most of his car crossed the outer white line and what appears to be flat, uncoloured kerb. He narrowly avoided his inside wheels crossing the white line. As Mr Esterson described, on that surface there was even less grip available to his offside wheels and as a result, his exit from the corner was compromised as he recovered. This allowed Mr Mills to negotiate Brooklands corner inside Mr Mills and though he too struggled for grip, and there was minor contact between the cars, he was marginally ahead of Mr Esterson as the cars approached Luffield, vying for the lead.
8. The Court heard that Luffield corner is particularly difficult to negotiate in these cars and these conditions. That was borne out by the footage that shows both cars understeering and entering deeply into the corner, past the apex on what we have heard is the typical wet-weather line for such cars. However, with the cars running close together, Mr Esterson's car suddenly moved to oversteer and as he counter-steered to his left, he moved across the path of Mr Mills' car. At this point, contact resulted, forcing Mr Mills onto the gravel.
9. Mr Esterson described how, approaching Luffield, he was "a bit pinched" and forced to take a tighter line than he would have wished; as tight as he could without being unduly, or unsafely, slow.
10. Mr Chapman submitted a detailed and helpful skeleton argument and, with that and the other material he had submitted in advance, he was able to keep his submissions focussed. He contended that this was properly described as a racing incident. He submitted that Mr Esterson's driving could not be characterised as departing from the standard of a reasonably competent driver, as described in GR C1.1.5, and did not warrant the conclusion that he had caused a collision. However, it is not necessary to establish that a driver fell below that standard for them to be responsible for causing a collision.

The Collision

11. We cannot consider the incident at Luffield corner in isolation. It must be seen in the context of what took place at Brooklands. The Stewards considered that Mr Esterson had left the track at Brooklands, “having his two right-side wheels beyond the white line.” They also refer to him re-joining the track. We must take issue with Mr Chapman’s submission that this was still within the track limits because all four wheels were not outside the limits. In fact, GR Q12.21.2(b) provides, “a driver will be judged to have left the track if any wheel of the car goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.” While not evidence of a lack of control that would itself justify a penalty, or evidence that Mr Esterson gained an advantage when he re-joined, the result was that Mr Mills took that opportunity to overtake, and Mr Esterson was forced to defend from a position of disadvantage resulting from his own unforced error at Brooklands corner.
12. Mr Esterson managed to hold the inside line into Luffield and re-take the lead. However, he was, as he said, entering a corner with inconsistent grip and it was not possible to take a tighter line. All the footage shows that Mr Mills was marginally ahead until the cars begin to turn into

the corner, at which point Mr Esterson moves ahead, but both he and Mr Mills understeer and travel, substantially alongside, to the outer part of the corner. Mr Mills can be seen to follow the line, until forced to react to Mr Esterson.

Conclusion

13. The submissions before us that this was a racing incident, and the descriptions given in evidence were measured and considered. However, like the Clerk of the Course and the Stewards, we conclude, on the balance of probability, that Mr Esterson did cause the collision and that a gross miscarriage of justice is not made out.
14. Consequently, we have considered the penalty imposed upon Mr Esterson, but conclude that, in the circumstances, it was appropriate.
15. Accordingly, the appeal is dismissed.
16. The appeal fee is forfeit.
17. In respect of the costs of the appeal, we direct that the appellants pay a sum of £250.00.

Mark Heywood KC, Chairman
12th December 2022

Sitting 6th December 2022

Mark Heywood KC (Chairman), David Scott, Robert Bassett

Case No. J2022/35 / Bernard Baxter – Judgment

Mr Champkin appeared on behalf of Motorsport UK.

Mr Baxter did not appear and was not represented.

1. The National Court has considered disciplinary proceedings brought by Motorsport UK against Mr Bernard Baxter, arising from his contravention of General Regulation C1.1.9; use of abusive language and behaviour, physical assault, or threat of physical assault within the area under the control of the organiser, in the course of the CMMCS Super Saloon / Tin Top race, race 7 at Brands Hatch on 12th November 2022.
2. Mr Baxter declined to appear before the National Court at this hearing and is not represented. In correspondence, Mr Baxter has been provided with the case papers and a clear indication that he is entitled to be represented at this hearing and to submit any statements or evidence he wishes to be considered. Nothing has been put before us.
3. In that correspondence, Mr Baxter has confirmed that he is aware of the date and time of this hearing but has explained that he is unable to attend. No further reason

has been given and no request has been made to adjourn to a date when he could attend. In the circumstances we consider it is appropriate to proceed in his absence.

4. The evidence before us is that Mr Baxter was involved in a heated altercation in the paddock, following the conclusion of race 7. Though heated, this was short lived. This allegation principally relates to Mr Baxter’s own conduct some 45 minutes after the altercation in the paddock, he having been requested to attend before the clerk of the course, Mr Stevens.
5. Already present in the meeting room when Mr Baxter arrived was the other driver involved in the earlier altercation. Mr Stevens has made clear in his evidence before us that this was intended to be a fact-finding inquiry into what had gone on before. Mr Stevens describes Mr Baxter arriving in a state of agitation which rapidly progressed to “stratospheric rage.” This behaviour took place not only before Mr Stevens and the other driver, but also before two of the Championship Coordinators, Ms Dann, and Mr Knowles.

>>>>>

6. Mr Stevens has described his concern at the escalating seriousness of Mr Baxter's behaviour which culminated in Mr Baxter picking up a substantial metal-framed chair, pointing the legs close to Mr Stevens chest in a threatening manner, and threatening to kill him, before throwing the chair to the ground with such force as to bend one of the heavy metal legs. We have seen a photograph of the damage to the chair and are satisfied that substantial force must have been used.
7. That account is supported by Ms Dann and Mr Knowles, who also refer to the obscene language used by Mr Baxter throughout. It is clear from the evidence that the shock and fear felt by those who witnessed this behaviour lasted at least many hours later into the evening.
8. The penalty imposed by the Clerk of the Course was that Mr Baxter be disqualified from the meeting and his licence endorsed with six penalty points.
9. From this summary of the evidence before the National Court it is clear that this was a situation of the utmost gravity. We are satisfied the severity of the incident calls for an exclusion pursuant to General Regulation C2.7. Accordingly, Mr Baxter is permanently forbidden from taking part in any competition whatsoever, nationally, and internationally.

Note

10. Mr Baxter is reminded of his rights to seek remission of this penalty in future, pursuant to General Regulation C2.12.
11. It is further ordered that Mr Baxter pay a contribution to the costs of this hearing in the sum of £1,000.

Mark Heywood, Chairman
6th December 2022

Sitting 6th December 2022

Mark Heywood KC (Chairman), David Scott, Robert Bassett

Case No. J2022/36 / Paul Kaynes – Judgment

Mr Champkin appeared on behalf of Motorsport UK.

Mr Kaynes appeared in person.

1. The National Court has considered disciplinary proceedings brought by Motorsport UK against Mr Paul Kaynes, arising from his admitted contravention of General Regulation C1.1.9; use of abusive language and behaviour within the area under the control of the organiser, use of abusive language in the course of the CMMCS Super Saloon / Tin-Tops race, race 7 at Brands Hatch on 12th November 2022.
2. Briefly, the facts are that during the race Mr Kaynes was unnerved by another competitor ahead of him on track, whose car's speed varied. After the race concluded Mr Kaynes was in the paddock when the driver concerned approached in his car and began to explain that the vehicle's engine had been cutting out, hence the variation in speed. Mr Kaynes accepts that in the heat of the moment he responded with an obscenity.
3. We have heard from the clerk of the course, Mr Stevens, who confirms that with, the exception of that episode, Mr Kaynes behaved appropriately in their later dealings. Mr Kaynes has today expressed remorse for his conduct, which we have to observe took place in the public area of the paddock and is in any circumstance to be disapproved of.
4. For the offence under General Regulation C1.1.9, Mr Kaynes was disqualified from the meeting and his licence endorsed with six penalty points. On the evidence before us we confirm the penalty, but do not consider any further penalty is appropriate.
5. We do, however, order Mr Kaynes to pay a nominal sum towards the costs of this hearing in the sum of £100.

Mark Heywood, Chairman
6th December 2022

Sitting 6th December 2022

Mark Heywood KC (Chairman), David Scott, Robert Bassett

Case No. J2022/37 / Andrew Coombs – Judgment

Mr Champkin appeared on behalf of Motorsport UK.

Mr Coombs appeared in person.

1. The National Court has considered disciplinary proceedings brought by Motorsport UK against Mr Andrew Coombs, arising from his admitted contravention of General Regulation C1.1.9; use of abusive language and behaviour, within the area under the control of the organiser, in the course of the MSVR Trackday Trophy Race at Brands Hatch on 19th November 2022.
2. The facts of the case are that on the first lap of the race, Mr Coombs' car was struck from behind and left the circuit, resulting in extensive damage. Mr Coombs, in what he describes (and we accept) was an action out of his usual character, ignored the marshals' instructions to move to a place of safety, but instead moved to the edge of the circuit in order to gesticulate rudely at the competitor who he felt was responsible for the collision, Mr Beglie, the driver of car number 14.
3. Mr Coombs further admits that he continued an ill-tempered exchange with Mr Beglie, which is described in the contemporaneous documents as including further abusive language, but also a threat to kill and a physical assault by way of pushing the other driver in his chest.
4. That threat and the use of physical violence is encompassed within General Regulation C1.1.9, but unlike the abusive language and behaviour, Mr Coombs strenuously denies that this took place and indeed, asserts that Mr Beglie supported him in that position before the Stewards of the Meeting.
5. Regrettably for such a serious aspect of the allegation, there is no detailed record of the evidence before the Stewards, when Mr Beglie was present. It can be seen that a written report by Ms Gore, the marshal who referred to the physical element, was considered. However, it is recorded that in the meeting Mr Coombs denied that any physical contact had taken place.
6. Accordingly, on the balance of probability, we are not satisfied that we should act further on that aspect of the allegations, but we are satisfied that Mr Coombs' treatment of the marshals in particular is such as to call for a further penalty. We moderate this in light of Mr Coombs' genuine remorse.
7. Accordingly, we order that Mr Coombs' competition licence shall be suspended for six months, but that suspension will itself be suspended for six months. (Both periods to operate from today).
8. It is further ordered that Mr Coombs pay a contribution to the costs of this hearing in the sum of £100.

**Mark Heywood, Chairman
6th December 2022**



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Rod K Parkin, Chairman of the Trustees

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Maurice Crabb was a local farmer who passed away in 2021. He supported the MCC Exeter Trial for decades being the landowner of the section known as Knowle Lane, also used on the Woolbridge Hardy Classic Trial. His daughter who owns the Uploders venue, is continuing in the same vein.

<https://woolbridge.co.uk>



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WHAT'S YOUR STORY?

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Marketing and Communications Director: Daniel Smith
Corporate Communications Manager: Gihan Ellera
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The MPB Parting Shot

Autosport International fans have voted Colin McRae's 1995 World Championship win as their top Motorsport Memory.

McRae's cut-throat battle with Carlos Sainz led to a dramatic showdown between the Subaru teammates. It made icons of both McRae and the 555-liveried yellow and blue Subaru with its trademark gold wheels. On many of the Welsh stages McRae and co-driver Derek Ringer were more than a second per mile clear of the competition despite the treacherous and foggy conditions. McRae became the first British driver to win the World Rally Championship, after setting the fastest times on 18 of the 28 stages, to claim the title on his home rally.