


Revolution

February 2023

The official magazine of  motorsport uk

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CEO's MESSAGE



At the age of 16, Alex Dunne claimed the title of 2022 ROKiT British F4 champion and deserved all the accolades for his outstanding season. However, I think he has been somewhat bemused by the fact that he has now received the F4 trophy from myself on three separate occasions. The reason of course is that

we are now in the annual awards season, with our clubs and organisers across the UK celebrating the success of their competitors, officials, and volunteers last year; whether it be on the circuits, stages, hills, or car parks. It is always a great pleasure to attend these events and represent Motorsport UK, meeting members of the community across the country. For me the awards started before Christmas and, as you may imagine, there are more awards dinners than time available to satisfy all the requests, but I hope that between myself and my colleagues we have covered a good cross section of our clubs.

The Longton and District Motor Club, based in Lancashire, contacted me over a year ago with their kind invitation. So it was with extended anticipation that I made my way to their January awards night in Barton just north of Preston. The club was formed in 1962 and is typical of so many that have been populated over the years by groups of enthusiasts,

who have a love and passion for the grassroots of the sport, starting with Autotest and Road Rallies then growing into Production Car Trials and now with regular Sprints and Hill Climbs. They're also notable for having organised a Hill Climb on the TT course on the Isle of Man, even going to the trouble of chartering ferries to take competitors and supporters to the island. They have a vibrant club community, and I was pleased to see a healthy representation of younger members at the awards evening, demonstrating that they are successfully attracting new enthusiasts to take over from those that are nearing the end of their involvement in the sport. Notable among these is Chairman, Graham Malcolm, who after 50 years in this role has decided to stand down and hand over to Chris Winstanley. Graham had kindly invited me to the event and is clearly much loved by everyone in the club and community. I am always interested to hear feedback from the members once the formalities are over and a number of points resonated with me. Perhaps the most pertinent being the subject of lifing, which is featured on the cover of this month's edition of Revolution. As I travel around the country this is a subject that understandably people see as extremely important, and for that reason I asked the editorial team for the magazine to add further content to that which we explained several editions ago. I hope that this clarifies precisely what is and is not required, and perhaps more importantly, what changes have been made for the better and what we plan for the future.



Night of Champions 2023

Last month we had the return of the Autosport International Show at the NEC in Birmingham, the first to be held since January 2020. None of us knew at that point that the world was about to go into lockdown, and how everyone's lives would be changed. So it was with great relief that Motorsport UK opened its stand to the public on the Thursday morning and welcomed back our members to meet the team from Bicester, many of whom have joined in the past two years, to help answer queries and generally catch up on news from the field. Our other focus at the show was to provide information for those interested in getting into the sport for the first time, and for this the Saturday and Sunday are always extremely important, with the general public enquiring about the types of motorsport they can take up and how they can get involved. We also took one of our simulators to the show. This is normally based at Bicester HQ for the Motorsport UK Academy, and was used as the platform to launch our new esports hub – **esports.motorsportuk.org** Motorsport UK is taking a leading role in bringing together the esports community, including both existing and new competitors, all under one umbrella that provides the aggregation of product offers and benefits as well as information on pathways into and up the sport. I am delighted that we have taken this initiative in what is going to be an ever increasing part of the sport, in this country and worldwide.

At the same time as all of that was going on in the NEC main halls, Motorsport UK's Medical Committee was holding an all-day conference on the Friday in an adjacent suite. With nearly 100 of our registered medical professionals present



Taster Days can help encourage a new generation of motorsport volunteers

and an array of experts from all fields of medicine, it was a tremendously valuable forum to share knowledge and debate innovative ideas. Motorsport UK also took the opportunity of the community gathering to hold a ceremony for the winners of the British Rally Championship, with Osian Pryce and Noel O'Sullivan taking the spoils. Saturday night saw the hosting of the British Kart Championship awards, with nearly 300 guests representing the brightest young talent across the sport. The NEC also provided the backdrop for me to invite Alex Dunne onto the stage and present him with his F4 trophy.

The end of January is the traditional date for the Motorsport UK Night of Champions awards ceremony, and we returned to the Royal Automobile Club in London for what proved to be a spectacular night of celebration. The Club is home for the foundations of our sport in the United Kingdom, and it is always a fitting tribute to the contemporary champions that we hold the event in this hallowed portal. While we did return in 2022, it was still a somewhat muted affair, given the shadow of the pandemic, but for 2023 I have to say it was an unbridled success with an atmosphere of positivity and excitement for the season ahead that bodes well. We were honoured to have an array of VIP guests who provided a perfect complement to the worthy winners of our British Championship titles. I think it is fair to say that many of our guests were awestruck to be sharing the platform with the likes of Sir Patrick Head, Jonathan Palmer, Martin Brundle and Ron Dennis CBE, all of whom received recognition for their extraordinary services to motorsport. And of course, Alex Dunne was there to receive his trophy once again.

At the BARC annual awards last weekend, the focus was primarily on circuit racing, but we must not forget that BARC's responsibility extends to areas such as hill climbs and the management of the Goodwood Festival of Speed, as well as the crown of British motorsport with the British Touring Car Championship. Once again, the spread of competitors receiving awards demonstrates the healthy array of categories that are doing so well in the UK. BARC enjoyed packed grids in 2022, with an average of 23 across the season. This picture is reflected in the overall licence numbers for circuit racing in 2022 at close to 12,000 and sets a new benchmark exceeding the years prior to the pandemic. I also had the pleasure to congratulate Alex once again on his F4 title.

January is always a slightly unusual month in motorsport terms as it feels like everybody is raring to go with limited opportunity to do so. But you may be surprised that we issued a total of 160 event permits in January, marginally up from 2022, which bodes well for the season ahead and I hope that we can beat the full year benchmark of 4,000 permits that would constitute a full return to the levels of 2019.



Promoting esports on the Motorsport UK stand at Autosport International

As we turn to the year ahead, I am confident that we have an exciting programme of initiatives that will move the sport forward. We all know that without venues there is no motorsport, and a project team is working energetically to identify the opportunities that are available across the country and require input from the governing body to help secure them, and equally to ensure we retain existing venues. This project has been created in conjunction with the Regional Associations with consideration to the geographical needs of our members and the clubs, as well as the different disciplines and their demands.

Similarly, there is a renewed focus this year on attracting new competitors into our sport, with a concerted effort led by our commercial and marketing teams to engage with new audiences and capitalise on the success from last year of StreetCar and the BIKC indoor karting programme, both of which brought new competitors and volunteers onboard. There is a perennial need to attract new volunteers, officials, and marshals, and in 2023 we will be working very closely with the clubs and the Regional Associations to reach out and engage with new members. We are mindful that a good number of our community are approaching retirement age, and I hope we can encourage them to seek out and persuade a new generation to follow in their footsteps. It would be most helpful to provide a mentoring service ensuring that new recruits rapidly accumulate the knowledge that is needed to take on these important roles. We are looking at ways that the progression of officials and volunteers can be accelerated and simplified.

There is no doubt that we have tremendous opportunities to deploy technology for the improvement of sport management both directly from Motorsport UK as well as by our clubs. There is in place a major initiative to design a significant upgrade in our technology platforms to deliver a better consumer interface as well as improved ease of use and functionality for our member clubs. Also in the domain of technology, we will continue on our mission to position motorsport as part of the technology solution for methods of propulsion, both in terms of innovation of new technologies, and also as a showcase for the popularisation and adoption of such by the general public. In that regard we need to ensure we engage fully with a more diverse community that better represents the population in this country and thereby increase our membership by welcoming them into the sport, and as part of that it is our mission to increase the level of female participation.

There are so many other areas where we have much work to do, and I can assure you that the team at Motorsport UK work tirelessly to ensure the long-term sustainability of the sport and are excited by the potential that presents to us on a daily basis.

Wishing everyone a very happy and successful start to the motorsport season and I hope to see many of you on my travels around the country. 🌀

Best regards,
Hugh Chambers
 CEO, Motorsport UK

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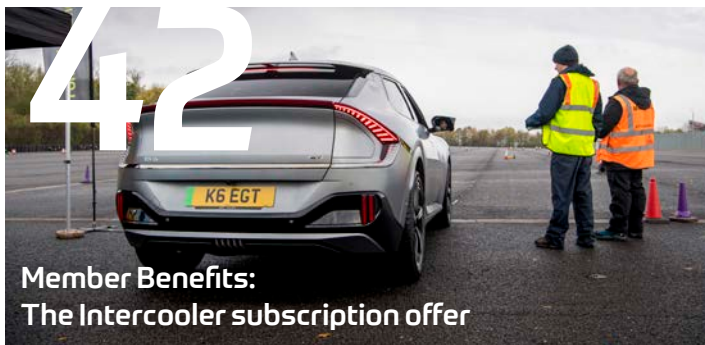
In *Revolution* this month: **Clarification of Dating Standards** – regulations for safety equipment explained. Meet the Clubs using **Demonstration Events** to boast their profiles and see how four **Motorsport Artists** capture the moment on canvas. Learn how we can all **Race with Respect**, plus how **Rescue and Recovery Officials** train for the unexpected. **On The Ladder** spotlights four Motorsport UK Academy graduates, along with **In Numbers, What's On** and much more...



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Latest news: WRC funding, new Night of Champions awards, visit Williams F1 and more...



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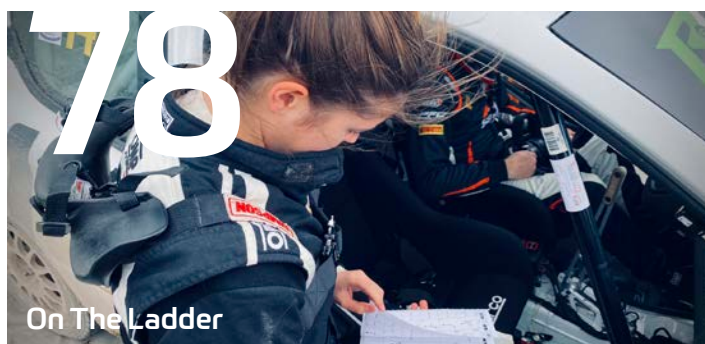
Inside HQ: Race with Respect



The Art of Motorsport: Cars On Canvas



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On The Ladder



What's On



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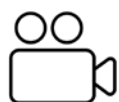
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PUTTING ON A PERFORMANCE

Special permits for Demonstrations can open up new opportunities for Clubs and their members and help them reach new audiences. **Will Gray** finds out more



In recent years, the sound of Group B Rally cars has been heard rumbling on Special Stages for the first time in decades and fields of classic Karts have returned to the UK's biggest circuits. Meanwhile, passionate AutoSOLO, Off-Road and Sprint drivers have got behind the wheel to showcase motorsport to eager audiences all around the country.

All of this has been possible thanks to the wide-ranging – and often unrecognised – permit for Demonstration events. It allows clubs to run events with cars that otherwise could not be driven under modern regulations and to participate in local shows that are unable to host a full-blown competitive event.

“Demonstrations are about promoting the sport, promoting clubs, getting new members, and putting on events that would otherwise not be able to happen under normal

regulations,” explains Simon Fowler, Motorsport UK Competitions and Clubs Manager. “They give clubs extra opportunities, but many don't even realise they exist.”

Demonstrations are specifically non-competitive and non-timed events. They must be set up to the same Motorsport UK safety regulations as competitive events and all entrants must hold competition licences. In return, the permits include insurance to protect competitors, marshals and organisers and enable events to run safely.

“Almost any discipline can be run as a Demonstration,” adds Fowler. “Last year, we had more than 50 Demonstration classed events, including an Autotest at the Farnborough Motor Show that drew in the crowds and a stand-alone two-day Stage Rally demonstration that attracted thousands of people.



“Many club motorsport events happen on closed sites where there is little or no access to go and watch, so people have no idea that events are taking place. With Stage Rallying, for example, some people don’t even know what it is, so these kinds of events are fantastic to make people more aware of motorsport in general and what is going on in their region.”

Putting on a Show

Two years ago, Farnborough District Motor Club (FDMC) was invited to participate in one of the region’s major events, the Farnborough Motor Show. Working with the organiser, they developed the concept of running a small AutoSOLO in the main arena, and it immediately proved to be a popular attraction.

“Our aim is to make people aware they can use road-going cars in motorsport, that it’s not expensive and that it exists in the local area,” says club Competitions Secretary Simon Taylor. “The arena is much smaller than the area we have for a real event, so our pitch is ‘if you like what you see, come to a real event, so our pitch is ‘if you like what you see, come to a real event and if you like it join up and join in.’

“We design the course to bring the cars into the centre and that allows them to do a dramatic turn, go sideways or, if they are front wheel drive, perform very skilful moves. We also offer passenger rides, where people can make a contribution to a charity and experience it. We probably do about 50 rides in an hour.”

The club pays a permit fee for the event but is not charged by the venue, because they are adding a display performance to the headline show. Equally, many club members get involved because they can use it for three days of free practice, and those who are good at speaking to the public particularly encouraged to go along, to help promote the club.

To spread the opportunity, FDMC invites other local clubs to join the event and members from Basingstoke, Southsea and Oxford all attended last year. Each club is encouraged to put up banners around the arena, give out flyers and chat with the public, with the aim of encouraging people to get involved in motorsport, wherever they live.

“The crowd really enjoys it but when we speak to some of them, the number one reason they say they can’t get involved is ‘oh, I don’t live locally,’” explains Taylor. “So, having different clubs there shows that they don’t need to live locally. Motorsport is all over the country and we can help them find their local motor club.”



Herts County Auto and Aero Club, which is also part of the wider Anglia Motorsport group, have also run a demonstration at the request of an external event organiser. The club regularly holds events at Debden Airfield, next to Carver Barracks, and last year the MOD asked them to create some entertainment at the end of a major regimental exercise.

“We suggested instead of just displaying some cars we could put on some rides,” explains Pete Walters, who runs the club’s sprint events. “One of the other Anglia Motorsport clubs marked out a Targa course so people could have a go as navigators and someone else brought some large scale model radio control tanks, which were entertaining!”

“We collected 60 signatures to go on different rides and afterwards we got a letter from the Staff Sargent thanking us and saying we must do it more often in the future and build on, what he termed, an ‘already strong relationship’. I also got a regimental Christmas card from the Commanding Officer of the site, thanking us for doing the event.”

Clubs should not just sit and wait for an inbound request, however, as Buchan Off Road Drivers Club has shown. Four years ago, they approached the local Royal Deeside Speed Festival and asked to run a Demonstration event. They have been involved in similar events – most recently the Royal Deeside Motor Show – ever since.

The pitch was simple: the show gets an additional attraction, and the club gets valuable promotion. Clerk of the Course Alistair Tong explains: “At the end of the day, we are offering them something for nothing, so going and saying ‘we’d like to do a bit of demonstration for you’ becomes an attraction.”



Buchan Off Road Drivers Club took the initiative and asked to demonstrate at the Royal Deeside Motor Show – adding passenger rides to attract more new members



Royal Deeside Motor Show

“In the past, we ran a ‘Safari Experience’ up a trail and into the woods and it gave people a fantastic experience. Last year, we worked with the landowner of a field right next to the venue to section off a flat area and make a rocky road. We had static vehicles at the show and sent people across to passenger rides run under a Certificate of Exemption permit.

“There are various other fairs and shows around Aberdeenshire that we also go to. At the Steam and Vintage Rally, for example, we put on a static display then go into the show ring and do a winching Demonstration where, in a very controlled and risk assessed manner, we find the tipping point of a Land Rover. They are delighted and it’s great to watch!

“We also got a fantastic amount of coverage from the Press and Journal, the local press, at our last event. They came along and did a full centre page spread on what we were about in the run up and afterwards we got spoken about too, which was fantastic. We did really well after it and that was a huge benefit to the club.”

Stand-alone events

Demonstration permits are not just all about putting on a show. Some clubs use them to give owners of cars that would not meet Motorsport UK’s competition regulations the chance to put their machines into action, albeit untimed and at limited speeds. Many clubs are now finding Demonstrations a popular way to give old classics a lease of life.

Karting Legends bases its entire existence on the opportunity to do this. The club was set up to put on Demonstrations of historic karts from the 1960s through to the 2000s, including machines used by past champions such as Martin Hynes, and it now runs around 10 events per year at many of the UK’s biggest circuits.

The crowds love the pops and bangs from the Group A Toyota Celica



“The Demonstration licence is a great way for us to be able to get karts that do not meet current regulations back into action,” says Club Secretary Nick Purdie. “We could go and hire a track, but many of the karts are high performance long circuit machines and we wouldn’t get the long circuits because of the cost.

“We join existing events and run under our own specific permit. In the past, we used to go out during the lunchtime period but the regulations we now run to under require us to have full track cover. Recently we have tied in with the Historic Sports Car Club (HSCC) and about five of our meetings are now with them.

“We visit various venues and are always on the lookout for more places to display and get out on track. It’s predominantly long circuits – Brands Hatch, Donington, Silverstone – but we also do one meeting a year at Sywell Aerodrome, called Piston and Props, where we put on a great display and get to do a few drives down the runway.

“We always try to make a significant donation to the volunteer marshals at the track who enable us to get out there and at most events we put the karts on display. We line them up in date order and it’s amazing how much attention the older karts get. We also try to promote karting for youngsters and encourage them to get into motorsport.”

Demonstration permits offer similar benefits to the Rallying History club, which was formed nine years ago with the dream of recreating some of the past glories of the RAC Rally – in particular getting Group B Rally cars like the Ford RS200 and the Metro 6R4, which are banned from competition, back in action in their natural environment.

Rather than joining an existing Rally, the club wanted to put on an event all of its own and what has resulted, after five years of effort, is the Historic Rally Festival. This two-day event runs out of a traditional service park in Telford and includes multiple day and night stages in Weston Park and around Ironbridge.



Farnborough District Motor Club organises the Autotest demonstrations at the British Motor Show

It had so much interest for its second running last year that the organisers capped the field at 80 and hand-picked the machines they wanted. Event organiser Warner Lewis explains: “We have discovered that a lot of people with ex-Works cars or vehicles that are ineligible or not competitive enough to take part in current Rallies want an event like this.

“These cars cost a lot of money to run, but people want to see them, so we wanted to put on a show with no cost to the drivers. Before we managed to arrange this Demonstration permit, the only alternative was to pay for track days – which are not a good thing for Rally Cars – or to run in Europe, where Demonstrations were already allowed.

“Running as a Demonstration allows us to run road sections and proper stages, just without the competition element – so the cars leave service at a certain time, have a certain time to do a road section, but at the end of the stage, instead of stopping to get a time on their card, the Marshal just puts his thumb up and they drive on.

“The first event was on tarmac at Weston Park. Motorsport UK was very cautious about the banned cars, so we put spectators 50-metres away rather than the normal 30-metres, and we added chicanes to slow the cars. That went well, so in year two we had 12 stages on mixed surfaces – gravel, tarmac, broken mud – and a festival atmosphere with fireworks and a live band.

“All cars are eligible as long as they are Historic and either a period Rally car or an original period recreation. Our motto is the cars are the stars, not the people, so we pick the entry list

on the photographs of the car, not the names of the drivers. Last year we had Rover 6R4s, Audi Quattros, Ford RS200s and 7,500 people turned up to watch on the Sunday!”

The event is even live streamed via Facebook and had 40,000 people tune in last time it was on. None of it would be possible without the use of the Demonstration permit and the special regulations, which the club worked hard with Motorsport UK to develop. Key to its success is dialling out the competitive element and focusing on the spectacle of the show.

“With the exception of timing, we run it to exactly the same rules that any of the current Rallies run to – all the cars are scrutineered, drivers are checked for safety but in the main drivers’ briefing, we tell everyone this is a demonstration and to only drive at 70 per cent of their capability,” adds Lewis. “It’s more important to excite the crowd than to put speed on.

“More controlled sideways driving, less speed, that’s what we tell the drivers – and that’s what you like to do. One of the longest stages we do has three miles before the spectator area, so in my Group A Toyota Celica, I drive with stage mode off, then when I come into the spectator area, I turn the anti-lag off and it’s popping and banging and people love it.”

Berwick District Motor Club has taken a similar approach to bringing back classic Stage Rallying in the Northeast, with the Northumberland Rally Festival, which has run for the last two years. The Demonstration event attracts drivers from far and wide, many of whom are just desperate to get cars that are lying in the garage back out on track.

The fact that is untimed is, according to Club Chairman Tom Wilkinson, actually a benefit and he explains: “The beauty it is when you take the timing element away, it’s amazing just how much pressure that releases. That competitive element disappears and we get a highly sociable event with a very relaxed atmosphere.”

“It is a hybrid, halfway between an old Targa and a full stage Rally, and there’s a lot of cars in garages all over the country that fall into that demand. It’s far better than a track day because it gives you the atmosphere and structure of a formal and proper Stage Rally, with all the regulations there to keep you safe and full insurance the Motorsport UK permit.”

Reaping the benefits

Running Demonstrations at public events can pay dividends in many ways, the most obvious of which is promoting the club and signing up new members. However, it is not as simple as putting on a show and waiting for new members to sign up. Having the right post-show strategy is crucial for turning conversations into conversions.

Farnborough’s Taylor explains: “Every person we have on a passenger ride, we make sure we take an email address from, so we can write to them afterwards and invite them to our next club event. Also, during the Demonstration we will talk about the club Facebook page, which they can sign up to straight away once they get out the car, if they want.”

“We never sign members up on the day because we want to put some onus on them. If they really want to do motorsport, they need to contact the club to do it – we can’t spoon feed them from day one or we’ll be doing so forever. We’ve signed people up before who we’ve never seen again and that doesn’t benefit anybody, so we don’t want to do that.”

“Instead, people have to be inspired enough by what they see to take the next step. The target is education and then they’ll come and find us afterwards. At the British Motor Show last year, for example, somebody who watched the demonstration literally contacted us to join the club the following week and took part in an event immediately afterwards.”

Buchan has experienced the same from their events and always makes sure it can follow up the enthusiasm with an offer to get involved. Tong explains: “We have first timers come straight off the Demonstration runs and say ‘ok, when’s your next event?’ so we always look to have a taster event planned for soon after, so people can come along to that.”

“We try to fill the club from the bottom up. In Off Roding, you can’t just go out and find people with Challenge trucks that do the top level, so you’ve got to bottom-fill and we have worked hard on that. You have to bring people in off the street who, maybe, have got a standard Land Rover Discovery 2, get them interested and see if they enjoy it.”

It is important to engage with your audience – like Sarah Tibbetts and Mike Brewer do here, introducing the driver, and car, to the spectators





Karting Legends display historic karts at Shenington

“If they do, they might go put a lift kit on then maybe buy a dedicated truck that doesn't matter if it gets scratched or bumped and work their way up. The basis of our club is that we have a monthly Cross Country vehicle Trial and support that with forest drives and punch hunts, which any vehicle that meets Motorsport UK requirements can take part in.

“We had one person who attended a Demonstration run, liked what he saw and took his nice shiny defender to an event to try it out. He went on to take part in several events then encouraged his wife to join the club and drive too, they bought a Suzuki Jimny to participate in and now they stick on the trailer and come to lots of our events.”

Even the MOD event has drawn some Barracks residents into the local clubs, with some now helping out as marshals or even taking part. One of the aims of the regiment is to help people learn to drive, and the opportunity that the Streetcar scheme offers to drive road-legal cars in Autotests has opened up that as a great opportunity.

“You always spot vehicles around the barracks that have been modified and you can see there's some interest there,” says Walters. “We were able to explain that some of the cars at the Demonstration were not specially prepared, they were just normal road cars, and knowing you can drive what you arrive in has proved to be attractive to some people.”

For some, the direct addition of members is not necessarily the main benefit. The Northumberland Rally Festival has little to do with the normal activities of most Berwick members, yet by putting on a well organised and popular public event, the club's reputation, and that of those in it, has benefitted immensely.

“The crossover between our Demonstration event and our members is small but the event does lift our profile in the area and helps to reinforce our image as a friendly, informal club

that enjoys its motorsport and wants people to enjoy it too,” says Wilkinson. “We've already we've got people hiring cars to do this year's event, including a club from 350 miles away.

“Last year we attracted around 1,250 spectators who each paid five pounds, so it also brought in funds. And we had a few lapsed members who came along to watch and have now got back involved again, either coming up to marshal or spectate. They might even do an Autotest, so it does have a benefit from that point of view too.”

At the Historic Rally Festival, Lewis is now considering using the event to attract Juniors into the club by allowing them to join in with some of the stages. His concept is to allow them to run as part of the Demonstration after the main field around Ironbridge, without the need to travel on the roads around the area.

One of the key wider-reaching benefits he has seen is the knock-on effect of participants going on to take part in other events and he adds: “All our members have to have



The Northumberland Rally Festival is a relaxed, social event with the structure of a formal rally

previously held a full Stage Rally licence or still hold one, and all our cars need a minimum of a Vehicle Passport, which also allows them to do Sprints at Hillclimbs.

“So, we often find that people who have done everything they need to meet the criteria to take part the Historic Rally Festival then have the experience, the licence, and the car to go enter other events. A lot, for example, go off to Shelsey Walsh and do Hillclimbs, and that is an overall benefit to the sport.”

It is a similar story at the Karting Legends event, where some people are encouraged to get out their old karts and others encourage the younger generation to have a go. “Our members need to have been a karter in the past, particularly with long circuits, and a few people who come to an event do end up getting into it themselves,” says Purdie.

“We get a lot of questions, we have leaflets and members let kids sit in the karts if they show an interest, although they have to be careful because the bigger long circuit carts have bodywork and members don’t want them scratched or damaged. Parents take photos and we try to inspire the kids to get into motorsport. We try to help where we can.”

Some Demonstration organisers, like Walters, have also found non-competitive events can lead to opportunities with new venues. Since the Demonstration at Carver Barracks, the regional MOD Liaison Officer has been able to convey the success of that event to other potential venues and now has six at different stages of encouragement.

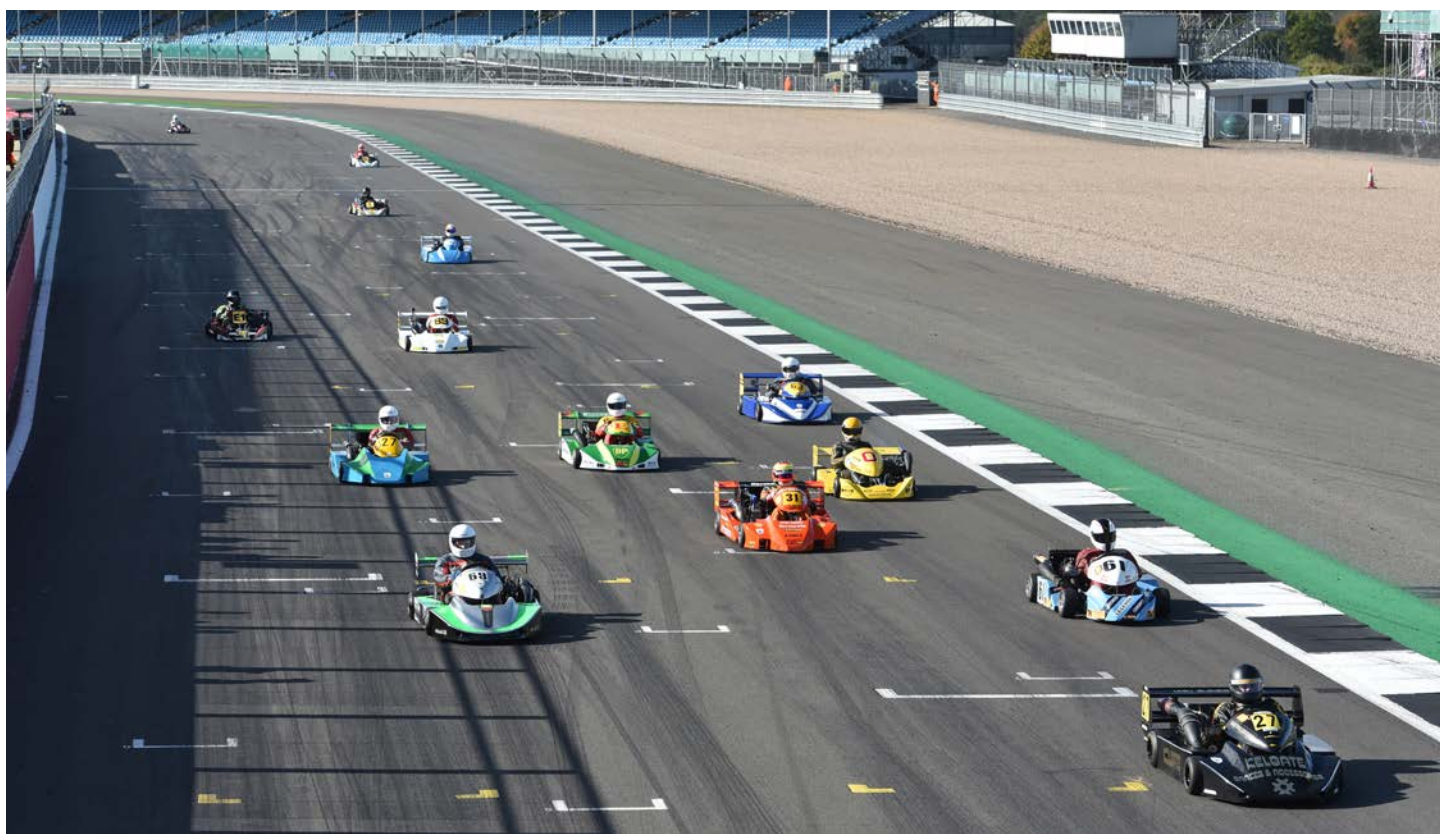
The same has been the case with the Buchan Off Road club and Tong explains: “The hardest part of what we do is finding landowners that understand that our events are actually very responsible and not an environmental disaster! Doing Demonstrations at Country Shows gives us the opportunity to speak to lots of different land owners.

“The local Laird at Royal Deeside is an environmentalist and has seen that driving Land Rovers around the forest doesn’t do it harm, in fact quite the opposite, it disturbs and breaks up the ground and allows new vegetation to seed. We have a punch hunt in the woods there every three months and you can’t tell where you’ve been when you go back.

“So last year, for example, a land owner of a nearby estate was at the event and we were able to approach them. We identified the forestry manager, took him through a PowerPoint presentation, sat down and discussed how responsibly we manage the risk assessments, scrutineering and safety aspects and then demonstrated that live at the event.”

Making it work

One of the most important points about Demonstration events is the fact they are non-competitive and run to Motorsport UK regulations. As such, they are not only managed to the stringent safety regulations that competitive events must meet but they are also run under the cover of Motorsport UK insurance.



Nick Purdie

On the grid at Silverstone – Karting Legends and the Historic Sports Car Club have been working together to share track access



Ian Hill enjoys running his car at the Historic Rally Festival

There are, unfortunately, some motorsport events around the UK that are not run under the official permits and are, therefore, not regulated or insured for safety. That can not only cause risk for those who organise or participate in them, it can potentially cause damage to the reputation of motorsport as a whole.

“Events that are not run under Motorsport UK regulations are a big problem,” says Historic Rally Festival organiser Lewis. “In some, people drive through a stage with a helmet on, a T-shirt, pair of jeans, no fire extinguishers, no safety equipment. There will be a marshal at the start and the finish but no other marshals through the whole stage. It’s high risk.

“To run a permitted Demonstration event, we need to have all the safety positions in place, the stage set up correctly, the right number of marshals in place, the cars and equipment all correct. That’s the only way the future of this sport is going to last because if a non-regulated event has an issue, all Rallying gets branded with the same brush.”

The History Rally Festival has seen owners of cars that previously ran in other events over the years apply to join its field in recent years. Many of those were required to bring them up to scratch to be able to run and, having done so, quickly saw that running in an official permitted event was a different proposition altogether.

“People feel like they’ve done a full, proper Rally like they used to do,” explains Lewis. “For example, the road book is spot on, not just a line drawn on a map in marker, and we

even get all the marshals to blow the whistles as the cars arrive. It just all helps to bring back that atmosphere we used to have in the 80s and 90s.

“We have also had lots of emails from the local villagers saying what a treat it was to see the cars coming through, keeping to the speed limits, keeping the noise down, flashing their lights and waving. In fact, asked if we could let them know the dates for next year so they can get deck chairs out and sit at the end of their drive to watch! That’s what you want.”

To run a Demonstration at an existing event, it often helps to include organisers and show them the detail. Farnborough’s Taylor explains: “Working with the show organiser is the biggest challenge, but when we provide a risk assessment signed off by Motorsport UK, a set of regulations, entry forms and a permit, that alleviates any concerns.”

Off Road organiser Tong adds: “All you have to do is find a suitable area of ground and work with the main event organiser to determine how your event interfaces with their public entertainment licences. The Motorsport UK permit requirements, for example under a Certificate of Exemption, should be quite easily aligned and significantly robust.”

If a Demonstration is being run with the aim of attracting new members, it is also important to ensure the collection of people taking part reflects a diverse spread of individuals, as there is nothing better to attract someone’s attention than someone of similar age or gender getting stuck in behind the wheel.



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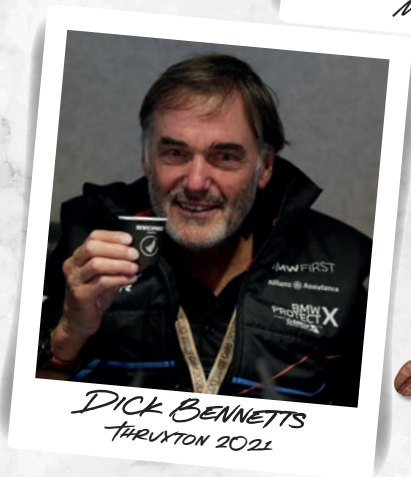
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At the Farnborough Motor Show, Taylor always ensures the field includes junior and female drivers and a mix of ages, to demonstrate it is a family sport. And, to make sure that the crowd understands that even more, he gets the chattiest of the club's members to take charge of a Public Address (PA) and give live commentary about all the people who are driving.

"We always try to educate the public using the PA," says Taylor. "You need someone in the club who's got the confidence to do that, but they can say things like 'this is Harry, he started at 14 and he's 16 now and he's using the car his family goes to school in every day' and so on. That is great to give it context."

Similarly, when Karting Legends is on the HSCC bill, Purdie makes sure the track commentator has notes about the karts and engines, their history and the individuals driving them. The club also runs a static display all weekend where members are always very keen to talk about their karts and the history to the crowd.

Motorsport UK is always open to talking with clubs about how to run Demonstration events and happy to work with them to arrange the best solution. Eliminating the risk from un-permitted events is vitally important, and on that note Fowler says anyone participating in a Demonstration event should be vigilant in checking exactly how it is being run.

"The most important thing is that people who take part in a Demonstration make sure it is run under a Motorsport UK permit," says Fowler. "A lot of people just enter and sign the form, but you need to check because when we issue a permit to a Demonstration event, it is run under set safety considerations and covered by our insurance."

The key for Demonstration organisers, as with any event, is preparation – and it is important to discuss permitting from the get-go. This will make sure the Demonstration meets the criteria stipulated in the regulations and, if it does not, it will give time to discuss if it is possible to evolve and adapt plans or regulations to enable it to go ahead.



Sprint demonstrations on MOD land with Herts County Auto and Aero Club

Wilkinson worked with Motorsport UK to build a set of regulations for the Northumberland Rally Festival and explains: "We looked together at what was viable and stipulated that cars must have a full roll cage, laminated windscreen, high back seats and full harness belts. As long as they comply in scrutineering, the car is deemed safe for running in a Demonstration.

"Motorsport UK gave us a lot of support and were very helpful when we were first putting our plans together. We had a good understanding of what current Rally regulations meant and how a current Rally operates, so all we had to do was put in the time to make everything work for the vehicles we had involved.

"In the future, modern safety requirements will evolve – for example we had to run HANS devices this year – but it is always about getting the balance right also the lower speeds and the lack of competition in a Demonstration is a significant help. Our club has certainly benefitted, and many others around the country could too." 🌀



Further Information

Motorsport UK has produced a guide to Demonstrations and Parades which can be found in the Resource Centre [HERE](#)

Motorsport UK needs to receive full details of the nature of the activity and it is essential that this is adequately detailed in event documentation.

For more information or to raise any queries on Demonstrations and Parades, please contact Clubs and Competitions Manager Simon Fowler on Simon.Fowler@motorsportuk.org



Cars and driver safety equipment must comply or exceed the regulations for each championship entered

Designs for Life

Motorsport UK is clarifying the dated equipment standards for its competitors

Whether you are racing on track, rallying on gravel, or waiting for the lights to go green on a quarter mile drag strip, your safety and success depends much on your equipment as your inputs from the drivers' seat or the co-driver's directions from the other side of the cockpit.

Lifing in the context of Motorsport UK National Competition Regulations applies to key safety items such as seats and harnesses. It also has consequences for items that degrade over time, such as fire extinguishers. The construction and safety credentials of helmets and race suits are continually managed by the introduction of new standards and any manufacturers guidelines on care and maintenance must be carefully followed. For further background on equipment lifing, see *Revolution June 2021* [HERE](#)

Key safety devices such as seats, harnesses and helmets are guided by official standards. The regulations concerning these items are reviewed and updated as technology advances and, occasionally, in response to incidents or changes to other regulations within the sport. While

there were some temporary extensions to the 'life' of some equipment during the COVID pandemic, these have now expired, and the guidance detailed below applies.

As with any purchase of safety equipment, the recommendation is to 'invest in the best you can afford'. With the updates to safety testing and regulations now in effect, increasing the initial purchase to a higher level of safety standard can, in some cases, double the competitive length of time (life) for that item of equipment – therefore avoiding further and more frequent expenditure in the future.



Courtesy of Motordrive

Safety equipment undergoes rigorous testing and certification in order to meet the safety standards

Update on review of homologated equipment validity periods for National Events

Category	Seat(s)	Seat Belts	Extinguishers	Safety Fuel Tanks	Helmets	FHR	Overalls
Autotests							
Autocross		Y Junior only	Y Handheld		Y		Y
Rallycross	Y	Y	Y - Handheld (all) Y - Plumbed in (Junior)		Y	Y	Y
Cross-Country					Y	Y Hill Rally, Comp Safari & Sports Utility Task Vehicles only	
Circuit	Y Junior only	Y	Y		Y	Y Except Period	Y
Rallying – Stage	Y	Y	Y		Y	Y	Y
Rallying – Road Events							
Sprints		Y Sports Libre & Racing			Y	Y Except Period, Standard & Road Cars	Y Except Standard Cars, Road cars may use Proban
Hill Climbs		Y Sports Libre & Racing			Y	Y Except Period, Standard & Road Cars	Y Except Standard Cars, Road cars may use Proban
Trials							

Y = Mandated

Motorsport UK only applies lifing, in relation to homologation standards – to a select few areas of safety equipment – predominately seats and harnesses. If a championship wishes to run to FIA Regulations, then that would take present, but for championships run to Motorsport UK regulations, the following apply.

Motorsport UK is aware of, and acknowledges that, some competitors are either unsure of the validity of their current equipment or would benefit from the following advice when choosing or updating their safety equipment.

The following Motorsport UK extensions only apply to events run under Motorsport UK regulations, and competitors who are competing internationally, or under FIA regulations are advised to check with the event organisers as not all countries use the same extension policy.

Competitors are also advised to refer to their Championship and Specific Regulations as clubs and organisers can mandate safety equipment beyond the minimum requirements set out in the Motorsport UK Yearbook.

Seats

Motorsport UK has extended the life of FIA Standard 8855-1999 seats for an additional two years beyond the FIA validity, to a total of seven years.

The FIA regulations allow for an additional two years if the manufacturer inspects and recertifies the seat, but Motorsport UK has removed the need for this recertification.

Beyond this, the FIA Standard 8862-2009 advanced racing seats already carry a 10-year validity while the new FIA Standard 8855-2021 for competition seats also has a 10-year validity. The aim of this new competition seat standard is to provide objective performance requirements considerably in excess of the existing baseline, ensuring improved strength and support during rear impacts, together with more extensive support to the pelvis, shoulder, and head during side impacts.

Motorsport UK has been working on behalf of its members to encourage that the new FIA Standards for seats are now set at 10 years (not five years as was previously).

>>>>>



For Stage Rally events, seats, harnesses and helmets are all covered by Homologated standards

Harnesses

Motorsport UK has extended the life of the latest FIA Standard 8853-2016 harnesses by an additional five years beyond the FIA validity, to a total of 10 years.

The FIA Standard 8853-2016 harnesses are subjected to significantly increased testing than the previous standards. By extending the usable life, Motorsport UK aims to encourage competitors to move to the latest standard as soon as they can. Previous FIA Standard 8853/98 and FIA Standard 8854/98 harnesses can be used, but they retain their original five-year validity period only.

Helmets

Motorsport UK has routinely extended the validity of certain helmet standards beyond the FIA validity. Of the current recognised list, Snell SA2015, Snell SA2020 and FIA Standard 8860-2004 have already been confirmed as being recognised by Motorsport UK beyond the expiration of their FIA recognition.

Helmet standards is an area that Motorsport UK wants to address further. Currently, a helmet is sold based upon the standard it was produced to – rather than the age of the equipment. This can cause confusion for competitors, and it is not uncommon for helmets made to older standards to be sold cheaper.

The advice with helmet purchases remains to buy the newest standard you can. Again, this will afford you the highest level of protection, and the longest lifespan for your equipment.

For further details on Helmet Standards, and which levels of competition they apply to, competitors are advised to review the 2023 Yearbook [HERE](#)

Frontal Head Restraints (FHRs)

Motorsport UK applies no lifing periods to FHRs, and these can be used indefinitely subject to standard scrutineering checks and being maintained to the appropriate condition.

Fire extinguishers

While not a 'lived' item as such, Motorsport UK wants to highlight that fire extinguishers do require a manufacture-supported service and update as per the guidelines issued by the installer or manufacturer. There have been instances recorded, where extinguisher have been submitted for a service and discovered to be non-operational. Extinguishers are not 'fit-and-forget' items, so it is essential that they are checked and serviced on schedule. A fire extinguisher system is there to provide the vehicle driver (and co-driver) time to escape if an incident occurs.

Race Suits

The FIA introduced a new Race Suit standard in 2018. This was the first time that lifing has been applied to race suits – 10 years in this case. Under Motorsport UK regulations, the 10 year life for the 2018 standard is not mandated. The FIA 8856-2000, FIA 8856-2018 and FIA 1986 (except for Circuit Racing) standards remain in place and can be used indefinitely subject to standard scrutineering checks and being maintained to the appropriate condition.

NOMEX material Race suits are naturally fire retardant, and competitors should take care to follow the manufacturer guidelines on care and washing so as avoid the build-up of contaminants (oil etc.) that could reduce the effectiveness of the suit. Race suits should cover from neck to wrist and ankles plus be kept clean and have no damage.

Motorsport UK has no plans to adopt the 10 year lifing of race suits.

Balaclavas, underwear, gloves, and boots

Stage Rally competitors are required to wear a Balaclava to an Approved Standard – FIA 8856-2000 or FIA 8856-2018 are acceptable. These do not carry any date requirements.

For Motorsport UK National events, there is no mandatory requirement for other flame-resistant underwear – gloves or boots – however they are recommended for all competitors. Flame-resistant clothing is mandatory for some international Stage Rally events. For Circuit Racing in the UK, flame resistant balaclavas and underwear are not mandatory, only recommended, flame resistant gloves and boots however are a mandatory requirement.

FIA Safety Fuel Tanks

Motorsport UK does not mandate FIA Safety Fuel Tanks in any category. Where competitors chose to use a Safety Fuel Tank, the homologation validity is waived and can be used indefinitely subject to standard scrutineering checks. If competing under FIA regulations or internationally, then competitors are advised to check with the race organisers directly.

Care and maintenance

Good maintenance and storage of all safety equipment is key to ensuring that it remains in excellent working condition. Consider warm dry areas for storage, minimise exposure to UV (sunlight) and other environmental elements. Clean any contamination – oil, bodily fluids, or other dirt – as per the guidance label fitted to each garment.

Future updates

Motorsport UK Technical and Safety teams continue to review the development of all safety systems for motorsport use, while representing a pragmatic approach on behalf of our community. There are active projects and working groups liaising with manufacturers and the FIA to explore options for dynamic lifing based on usage and condition, rather than a validity date. 🌀



Fire Extinguisher systems need to be serviced and maintained by the manufacturer or their appointed agents

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Two new awards created

Motorsport UK honours two icons of the sport with awards carrying their names



Sir Patrick Head receives the new Keith Duckworth Award from Keith's son Roger Duckworth

Right: The Keith Duckworth Award sits proud on a Cosworth DFV – between 1969 and 1973 every F1 World Championship race was won by DFV-powered cars

Far right: The award has been crafted by two Cosworth engineers – buildshop manager Ash Lowe and engine build technician Lewis Daly, who has just finished his apprenticeship



Motorsport UK has proudly added two new awards to the 2022 Night of Champions ceremony, in memorial to two motorsport icons.

The Keith Duckworth Award is a new addition to the Night of Champions rostrum, introduced by the Motorsport UK Board to recognise technical excellence in motorsport design and engineering. Keith Duckworth partnered with fellow Lotus employee Mike Costin in the 1960s to create the renowned racing engine design and development company, Cosworth. Best known for revolutionising Formula 1 with the Cosworth DFV engine, Keith is highly regarded as one of the most significant figures in the history of F1 engineering. Sir Patrick Head was the inaugural recipient.

Sir Patrick Head joined forces with Frank Williams in 1975 to co-found the legendary Williams Formula 1 Team. Within a few years Patrick was an established Grand Prix car designer, with his work contributing to nine constructors' and seven drivers' titles for the Wantage-based team. Patrick's legacy is still present in the sport with



many of F1's top engineers including Paddy Lowe, Ross Brawn, and Adrian Newey working under his supervision in the early years of their careers.

The Murray Walker Award has been introduced by the Motorsport UK Board to recognise excellence in broadcast journalism. Murray Walker OBE was an icon of the sport who quickly became known for his animated commentary of live motorsport events. Following an incredible 50 year career in broadcast media, Murray passed away in March 2021 and is still remembered fondly by many as the voice of Formula 1. This award is presented in his memory to prolong a lasting legacy for the much loved commentator within the sport. Martin Brundle was the inaugural recipient.

A former racing driver and Le Mans winner in his own right from Kings Lynn, Norfolk, Martin joined ITV in 1997 to commentate on Formula 1 coverage alongside Murray and James Allen. After a stint at the BBC alongside David Coulthard MBE, he joined Sky in 2011 ahead of the network creating a dedicated Formula 1 channel.



Martin Brundle collects his Murray Walker Award from Hugh Chambers

Regulation Changes for Consultation

Track Limits has been an important part of the overall Motorsport UK Driving Standards Review conducted by the Race Committee, as well as other specialist committees. The concern that has built over several seasons is that drivers have progressively extended their use of the track such that issues of safety and damage have become unacceptable. This review resulted in proposed regulatory changes which are now under consultation with Motorsport UK Members. These proposed changes come in two forms:

Firstly, the definition of the limit. With the current wording it can prove difficult to judge a breach and therefore reverting to 'any part of the tyre' provides clarity for the Judges to decide. It is also an easier rule for drivers to understand and implement.

Secondly, the penalties have been reviewed. The objective is to make the penalties easier to understand and to have an immediate impact, and designed to make any move to breach unrewarding. The removal of a lap time in qualifying has historically been the penalty, however to automatically add a time penalty enables the driver to retain the lap (thereby qualifying) however to be penalised sufficiently as a result of the breach. The revision of the in-race penalties again provides a clear penalty, first breach is 1 second, second is an additional 2 seconds etc. It removes the challenge for race officials of putting out the warning flag (often on multiple occasions on one lap) and also for fairness of competition as it will no longer allow for a driver to gain an advantage by breaching track limits twice without penalty.

In fairness to drivers who participate in races over 1 hour or races with driver changes the proposals also takes these into account, which the current wording fails to do.

The opportunity to protest another competitor for track limit infringements is to be removed and thereby resting the imposition of penalties with Race Control.

Education is key, and should these proposals proceed to Approval, clear guidance will be provided to both drivers and officials.

Consultation is open until **20th February** and all comments will be taken into consideration.

All new or amended regulations proposed by Motorsport UK Specialist Committees are available on Motorsport UK's website [HERE](#)

Comments should be sent to the specific consultation mailboxes.

Government funding sought for UK WRC round

Stakeholders to collaborate on gaining Government support for World Rally Championship return to the UK ahead of April decision deadline

The All-Party Parliamentary Group for Motorsport (APPG) held a meeting in January of stakeholders critical to securing the return of the World Rally Championship (WRC) to the UK, with a bid to host the event in Northern Ireland.

Members of Parliament were joined by senior representatives of the WRC, Motorsport UK, and the event promoter, as well as Tourism Northern Ireland and Events Northern Ireland. Teams were also represented as their presence generates substantial impact on local economies before, during, and after the four-day international event.

“It was abundantly clear from the meeting that all parties involved want the WRC to return to the UK, and to Northern Ireland in particular,” said APPG Vice-Chair and North Antrim MP Ian Paisley. “A well-researched and strong case has been built thanks to the outstanding collaboration between all parties. However, there remains one more fundamental element to be found, financial support from national, devolved, and regional governments.”

WRC reiterated its desire to see the UK back in the World Championship calendar and has provided the end of April this year as the deadline by which any decision must be taken for a 2024 event.

James Sunderland continued, saying “Ministers have been supportive of a UK bid but we are at the stage where that must translate to some financial backing, and quickly.

“Stakeholders have developed a clear business case showing the economic benefits a WRC event brings to the local and national economies, far in excess of the level of public funding required by any bid. Combined with the UK’s retained institutional memory from marshals, volunteers and infrastructure providers, the costs are known, and the event can be ready as quickly as any other in the calendar. It is a simple matter of getting out more than you put in.”

The APPG is working with all stakeholders to send a joint letter to senior Ministers with the budget and business case, and public bodies responsible for assessing and recommending bids on behalf of Ministers are committed to reviewing ahead of the April deadline for a decision to be taken.

“Ultimately, this is a straightforward decision for Ministers” concluded Greg Smith, Co-Chair of the APPG and MP for Buckingham. “We know how much the event will cost, we know how much it will generate, and we know all those who need to be are committed. We are ready to sit down with Ministers and make it happen and see the WRC back in the UK in 2024.”

The World Rally Championship last came to the UK in 2019



British Historic Rally Championship returns

The Fuchs Lubricants British Historic Rally Championship speeds back into action this weekend as the Riponian Stages Rally heralds the beginning of an exciting season for the top-drawer series.

The leading Historic rally championship in the UK will see seven high quality events form the roster in 2023, with six gravel rounds and one asphalt event offering the only change to the format.

The BHRC, sponsored by fluid giants Fuchs Lubricants for the sixth consecutive year, once again kicks off with the Thirsk-based Riponian Stages and the popular opener, famed for its unique closed-road asphalt link sections, has attracted a new line up of crews and returning regulars all eager to stamp their name on the trophy.

The series will continue to provide a wide range of classes for historic specification machinery, catering for competition cars registered from 1968 to 1990 including everything from Category One to FIA specification examples. New for 2023 sees the introduction of Category 4A and 4B which cater for four-wheel drive Historic examples. The series will also welcome non-historic two-wheel-drive vehicles which will run under the Rally 2 marker. Alongside the front-running crews, the BHRC2 championship also offers contenders in Category B and up to 1600cc classes the chance to vie for their title while competing alongside their more powerful rallying cousins.

British Historic Rally Championship 2023

February	Riponian Stages Rally
March	Rally North Wales
May	Plains Rally
July	Tour of Epynt
September	Woodpecker
September	Trackrod Rally
October	Carlisle Stages



Last year's Riponian winner Matthew Robinson returns for 2023

HSCC discounts 2023 entry fees

The Historic Sports Car Club is reducing all entry fees for its opening three race meetings of 2023.

This initiative against an industry-wide general rise in pricing is designed to bring more cars to the grid over the Club's race meetings at Snetterton in April, Cadwell Park in early May, and Silverstone Grand Prix circuit at the end of May. The Snetterton event will include the Autosport 3 Hour race, which offers unbeatable value when compared to the competition.

Andy Dee-Crowne, CEO of the HSCC, said: "Clearly this is a bold move in the current financial climate and is designed to encourage more entries. We know that for many of our racers the cost of the entry fee is a critical factor when planning and budgeting their season.

"If we can achieve a modest increase in the grid size over corresponding 2022 levels by offering this reduction, then it is a win-win for everyone. We will continue to evaluate the situation as the season progresses with the intention of reducing cost further in line with entries received."



The HSCC aims to increase grid sizes in 2023

NEWS IN BRIEF

The full English

The BTRDA has published its seven-round all-gravel calendar for the 2023 English Rally Championship in association with Seacon UK.

- 11th March
Malcolm Wilson Rally, Cockermouth
- 6th May
Border Counties Rally, Jedburgh
- 17th June
Kielder Forest Rally, Hexham
- 9th September
Woodpecker Stages, Ludlow
- 23rd September
Trackrod Forest Stages, Filey
- TBC
Wydean Forest Rally, Mitcheldean
- 1st-2nd December
Grizedale Stages, Ambleside

Best five scores to count for each competitor. For further information see www.englishrally.co.uk

Asphalt Rally Championship update

Rali Ceredigion has replaced the Tour of Epynt in the 2023 Protyre BTRDA Asphalt Rally Championship. Running on 2nd-3rd September, it will become the penultimate round of the series. All Protyre Asphalt registered competitors who enter Rali Ceredigion will be guaranteed an entry – providing their entries have been received by the Entries Closing Date.

DVLA Licence Disqualifications – Appeal to National Court

As all Licence holders are aware from the Licensing and accreditation process, the fact of being disqualified by Court Order from holding or obtaining a DVLA driving licence in any of the UK jurisdictions is incompatible with holding a Motorsport UK issued Licence or judicial accreditation. Therefore, the Licence and or accreditation rights will be suspended for the same period of time as the Court Order applies.

However, Motorsport UK has launched a specific Appeal process for those affected. The process is fully defined in the relevant Practice Direction of the National Court

www.motorsportuk.org/competitors/road-act-traffic-disqualification and the relevant Form is available [HERE](#)

In the event of any query, please contact the ASN Legal Department.

A Silver-lined experience



In March 2021, Erin Collings embarked her Silver Duke of Edinburgh's Award (DofE), which included an element of volunteering in the local community.

Having no idea what she wanted to do to fulfil this part of the award, she was asked if she wanted to do some timekeeping at Cramlington and District Motor Club. An immediate reply of “yes” and she was on her way.

“I’ve always loved cars, so this seemed perfect as a skill” says Collings. “I remember when I first went to the autocross; I was so nervous and had no clue what it was going to be like or what to expect.”

Fortunately, Erin was welcomed to the Club’s by Safeguarding Officer Simon Tappin, and was soon introduced to Terry Torkington, the club’s Timekeeper.

“Initially the plan was for me to give the times to the person recording them,” reveals Collings, “but they decided to let Terry train me into assisting with Timekeeping”.

“The more times I went the more I appreciated how much of a community it is and the more I saw how much they supported each other and helped each other, while being incredibly competitive. The way I’ve always described autocross to people is it’s a sport made up of mechanics and car enthusiasts who race each other around a field; It’s just a community of people who have something they enjoy and are all able to share that with each other. It’s something special and I love that I can be part of it.”

Erin completed her Silver DofE over a year ago but continues Timekeeping at Cramlington and District Motor Club. “Autocross is now like a second family,” she adds. “Since I’ve been learning to drive, I am now able to appreciate the skill that the racers have and the time they all invest in their cars. I love the responsibility of having the stop watches; admittedly it can get tiring watching every second go by, but the drivers are always entertaining to watch so it’s always worth it”.

“I didn’t know Autocross was a thing before I did it for my Duke of Edinburgh’s Award but I’m so grateful for having the opportunity to help towards something so special and unique.”

Erin Collings is just one of the 321,000 thousand young people that started their Duke of Edinburgh’s Award in 2021/22. If your Club could mentor a new young person volunteering with the Duke of Edinburgh’s Award, please visit: www.dofe.org/notice-boards and contact your regional team to find out more.

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Sustainability News

Motorsport UK is driving environmental sustainability

Motorsport can drive change in environmental sustainability. That was the message that was shared when Motorsport UK hosted the *Can Motorsport Ever Be Fully Sustainable?* panel session at the Autosport International Business Forum last month.

Motorsport presenter Steph Wentworth was joined on stage at the National Exhibition Centre in Birmingham by:

- Jessica Runicles, Head of Sustainability, Motorsport UK
- Iona Neilson, Senior Sustainability Manager, Formula E
- Dr. Cristiana Pace, Founder and CEO, Enovation Consulting
- Stephane Bazire, Head of Business Sustainability, Silverstone Circuits

Both Bazire and Pace shared their optimism around the distribution of knowledge within the motorsport community. Pace said, “We’ve done the sport for 100 years and it has always been the same way, but it is now about giving people the knowledge, as motorsport does its bit to be more sustainable and open up new technologies.”

Bazire expanded, stating, “We shouldn’t be afraid [of sustainability] – it goes back to education and knowledge, it is not that complicated. There are a lot of common sense measures that we might do at home that can be replicated.”

Many can feel daunted when considering how to start their sustainability journey, a topic that Wentworth put to the panellists in asking what barriers exist that either prevent or slow progress for motorsport to be more sustainable.

In response, Head of Sustainability at Motorsport UK, Jessica Runicles cited the progress that has been made over the past few years by the motorsport community. She acknowledged that while implementing new measures can be difficult, it is also a valuable opportunity for clubs to engage with different audiences who want to become a part of a more sustainable sport. Motorsport UK is working to help clubs on their sustainability journeys, including the governing body’s plans to launch a free carbon calculator tool for all clubs later this Spring.



Sustainability News

Extreme E is back in action

BASIS – The British Association for Sustainable Sport – held a webinar for Extreme E last month, head of the 2023 season start in Mexico. Jessica Runicles attended and reports for Motorsport UK

The BASIS Extreme E webinar was hosted by Julia Wall Clarke – Head of impact and communications from Extreme E – and Matt Beal, Head of Content & Executive Producer of Extreme E at Aurora Media Worldwide.

Extreme E is Off road electric motorsport with sustainability, but also conservation, at its heart. Purpose driven since day one, it is unique as it works with the scientific committee to ensure decisions are made with environmental and social purpose in mind. Independent experts from a range of different topics, including ice melt experts, amazon experts, desertification, Climate science, Ocean scientists, ensure that the Extreme E spokespeople and decision makers can access expert and credible information.

Extreme E is based on the 4Es:

- Electrification
- Environment
- Equality
- Entertainment

Extreme E races around the globe, and its locations are assessed to ensure that they:

- Do not race in irresponsible locations
- Independent impact assessment for each location
- The Race leaves areas in a better condition than when they arrived
- Avoid areas where damage could be caused, supported by the scientific committee
- Invest in initiatives that will have long lasting impact in each location
- Bring key biodiversity and climate issues and solutions to new audiences

The Extreme E broadcast package is designed to go beyond the standard sports TV experience with:

- Engaging fans about climate change
- Expecting partners to be purpose led – with creative solutions and opportunities
- Environmental messages and learning content alongside sporting content
- Promoting equality with men and women competing alongside each other
- Use of electric SUVs to influence spectators to make more sustainable decisions when purchasing their next car

For further information on Extreme E and how sustainability is core to its ethos, see www.extreme-e.com/en/sustainability



Leo Wilkinson / Newspress

McLaren Applied enjoyed a successful evening at the E-Mobility Awards, picking up four awards – the ‘Prix d’Honneur’ overall top prize, as well as winning the ‘Emobility / EV design and / or engineering team’ award. The company also picked up Merit Awards in the ‘Emobility electronics /software team’ and ‘Emobility / EV Engineering Ingenuity’ categories. Three decades in F1 and other cutting-edge motorsport has given McLaren Applied world-leading expertise in electrification, connectivity, control, and analytics.

Williams F1 Experience

Motorsport UK is hosting an esports community event at Williams F1 next month – and you could be there

Held at the Williams Esports Experience, and located in the Esports Lounge, just 20 members of the esports community are invited to join us for one of two sessions on each day – morning and afternoon. Each session will include time on the state-of-the-art simulators using the F1 22 game – all while having the chance to win some Williams merchandise.

Also included in each session is a tour of the Williams Museum, plus refreshments while on site.

Running on Saturday 11th and Saturday 25th March, and priced at £99 per person, paid-up Motorsport UK Esports members have access to early booking – a week before public tickets go on sale. All guests must be 12 years or older.

For more information and to book online, see <https://esports.motorsportuk.org/events>



Join the esports community for a visit to Williams F1



The Williams Museum is a must-see for all fans of F1

Join the Motorsport UK Esports Hub today

The Motorsport UK Esports Hub provides an environment to nurture the esports industry by adding credibility, professionalism, and promotion of the sport. Access is free with the option of an annual paid member subscription providing a range of unique benefits and discounts on equipment, setups, coaching and early access to Motorsport UK community events. Sign up before 28th February to receive 10 per cent off noblechairs' range of gaming chairs.

<https://esports.motorsportuk.org>

Team HARD. Racing launches it Esports team

Team HARD. Racing has launched its own esports Racing Team. The programme will compete in some of the top esports racing competitions and features Lee Duncan as Team Principle for the esports section. An experienced sim-racer, Duncan will deal with the day-to-day running of the team while competing in multiple racing series himself.

Tony Gilham, Team Owner of Team HARD. Racing is excited to see what unfolds in the digital motorsport space. "We dipped our toes into the world of esports during COVID-19 with our esports racing leagues," says Gilham. "It was a great success and something we would have loved to continue with but as the British Touring Car Championship and other series got back underway, we had to re-allocate our resources. Duncan has come on board and taken this opportunity by the scruff of the neck which has enabled us to relaunch in an official capacity as E-Team HARD. Racing. For now, our esports focus is on competing against others

in established racing leagues, but we are considering bringing our own series back to provide an opportunity for the best esports racers to get out on the track for real."

To enquire about joining E-Team HARD. Racing or to get further information email esports@team-hard.com



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As a proud partner of Motorsport UK, the team at Classic and Sports Finance have had the pleasure of watching a lot of fantastic racing over the past 12 months. Being the Official Finance Partner of the inaugural British F4 Championship gave them in depth insight into the motorsport paddock and has helped them develop the bespoke funding options they can offer to racing clients today.



Classic and Sports Finance has been providing finance products into the motorsport paddock since 1999 and in this time has helped clients grow their business, acquire unusual racing cars, and get among the action of the race weekend. Most people overlook the possibility of financing more than just race cars.

From his own experience in competing – from grassroots motorsport up to the British GT Championship, Angus Fender, Motorsport Specialist at Classic and Sports Finance has

been able to understand that the car on track is a fraction of the total expenditure of running a race team, or business. The accumulation of transport, trailers, paddock equipment and accommodation solutions such as motorhomes can be an enormous financial burden which often get overlooked as fundable assets. Recently, Classic and Sports Finance has been able to assist companies from Formula Three and at entry level national competition to get the most out of their business through the funding of these different assets alongside their race cars.

Through the COVID-19 Pandemic, saw the emergence of sim-racing as a new variant of motorsport competition. Series such as Le Mans Virtual Series, F1 eSports and SRO eSports have thrived since, attracting hundreds of thousands of viewers to watch real competition on a virtual platform. Being partnered with successful simulator manufacturer Base Performance has allowed Classic and Sports Finance to look closer into the world of sim racing and build its own funding product to offer within this sector.

Whatever your ambitions or targets for the coming season, their passion and enthusiasm for motorsport is greater than ever. Like you, they cannot wait to get back out on track in various championships. so if you have any funding requirements for cars, transporters, trailers, equipment, or simulators, get in touch with a member of the motorsport team and see where they can help.

Happy Racing!



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Finance is available for many levels of motorsport and can extend beyond just the race car. For further information and to discuss the options available for your team, contact **Angus Fender** on **01869 351 512** or email angus@classicandsportsfinance.com

Motorsport UK Academy – DiSE application process now open

The Motorsport UK Academy has opened applications for the September 2023 intake of its Enhanced Diploma in Sporting Excellence (DiSE) Programme.

The bespoke Sport England funded programme is designed to support talented drivers and co-drivers in managing a dual career, ensuring they receive high levels of education to support their motorsport ambitions.

The unique two-year A-Level equivalent programme provides an opportunity to gain qualifications alongside driver development training, creating an environment for individuals to become well-rounded athletes.

Delivered in collaboration with Loughborough College, the delivery style of the programme allows for flexibility in following an educational path while also developing driving and co-driving skills. This is reflected in the delivery style of the programme, which considers time away from college for industry experience, testing, travel, and race weekend recovery. So, while it is a full-time programme, in-person delivery takes place during two weeks of every month.

On 20th February and 3rd April 2023, prospective applicants will have an opportunity to visit Loughborough College for an open day, to find out more about the programme, have a tour of the campus and facilities, and hear from tutors and current drivers on the course.

“We’re holding our open days earlier this year, so athletes and their families can get a feel of what it would be like on the programme, should their application be successful,” commented Katie Baldwin, Motorsport UK Competitors Pathway Manager.

“Following the changes we made last year to the modules that make-up the programme, we’re also looking forward to

expanding our vast network of motorsport industry partners to provide even more opportunities for our drivers to gain valuable experience opportunities throughout the sport.”

Alongside the programme modules (Diploma in Sporting Excellence, L3 Extended Certificate in Sporting Excellence & Performance, L3 Extended Certificate in Esports and L2 Extended Certificate in Motor Vehicle Technology), the Motorsport UK Academy also plans and delivers additional talent development opportunities. These include driver development days at iZone Driver Performance, sessions with Porsche Human Performance, workshops, and guest speakers as well as practical driving opportunities such as karting, and entry into different motorsport disciplines, in the Motorsport UK Academy vehicle.

To register your attendance at one of the open days, you must submit an application for September 2023. Please click [HERE](#) for the application form.

Find out more information about the DiSE programme visit www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise



Jansport Media



Get your medical sorted

Motorsport UK is hosting Motor Racing Medics at its headquarters on the 8th and 29th March.

Motor Racing Medics will be able to complete a medical, resting ECG and vision test. Any National licence holders who are struggling to obtain a medical should consider booking a slot today. Drivers will need to book directly with Motor Racing Medics on 01293 822 036 or via jane.lovell@motorracingmedics.co.uk

Motorsport UK Membership will be able to provide free-of-charge three hour turnaround on licences issued on these days when a medical is completed by one of the Motor Racing Medics team.

www.motorracingmedics.co.uk/Motor_Racing_Medics/Home.html



INTERNATIONAL COMPETITION

Documentation required for movement of motorsport vehicles to the EU

Here is a timely reminder to all Motorsport UK members about the documentation needed to transport vehicles and equipment to the EU.

An ATA Carnet is required to temporarily move motorsport vehicles and equipment across international borders.

An ATA Carnet is an international Customs document that operates like a passport for your goods. It allows the temporary importation of goods into countries that are part of the ATA Carnet system (the EU and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties.

ATA Carnets cover all goods that are leaving the UK and returning within a 12-month period. They do not cover disposable goods (oil, fluids) that will be used while out of the country or items that will not be returning to the UK.

The ATA Carnet creates a single customs document and makes the importation process much quicker and easier to handle. To avoid unnecessary border delays and customs checks the carnet should be acquired in advance of travel.

There are two parts to the carnet:

1. The processing / arrangement fee of the paperwork (VAT applies)
2. The premium (no VAT applies)

Motorsport UK has secured a special deal with the Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK

members of a fixed price processing / arrangement fee of £240+VAT. This is discounted from the standard fee of £330+VAT that non-members of the GBCC would pay.

Greater Birmingham Chambers of Commerce is appointed as part of a network of Chambers around the country to issue ATA Carnets.

The second part of the fee is the Premium. This can either be a refundable deposit of 40 per cent of the vehicle's value or a non-refundable insurance premium to cover the 40 per cent proportion of the premium.

As an example, if selecting the latter, the insurance premium pricing for £100,000 of a classic car cover would be a calculation based on 40 per cent of the value and the duration of the carnet.

- Two months: £288
- Six months: £484
- Twelve months: £624

The vehicle can be transported back and forth regularly throughout the duration of that one carnet.

The calculations behind the premium are based on 40 per cent of the vehicle value, however it is not a sliding scale and is not as simple that a £50,000 carnet would cost half that

of a £100,000 carnet nor that a £200,000 carnet would be twice the amount.

Applying for ATA

Carnets are applied for through an electronic portal called 'E-cert' and processed and posted out next day delivery or made ready for same day collection.

A walkthrough of the process for Motorsport UK members is available [HERE](#):

GBCC Carnet Specialist, Jonathan Crosbie, can be contacted by Motorsport UK members on 0121 274 3217.

GBCC also offers an express ATA Carnet service for Motorsport UK members for a £35+VAT premium (normally £75+VAT), and if all the information is available and correct an express Carnet can be turned around in as little as one hour (Monday-Friday 8am-4pm).

To access the Motorsport UK ATA Carnet discount with GBCC please reference your 2022 Motorsport UK competition or entrants licence number and the name in which it is registered when applying.



Motorsport Month in Anglia and the South East 2023

The East and South East of England will host Motorsport Month for the duration of April 2023.

The Association of Eastern Motor Clubs (AEMC) and the Association of South Eastern Motor Clubs (ASEMC) together will showcase a huge range of motorsport that the region has to offer, as well promoting various pathways into the sport for beginners and those who may have been absent for some time.

From grassroots Autotests, Rallies and Off-road Trials, and from Karting to Circuit Racing, there will be something for everyone to see, do, or help organize – regardless of budget and whether you want to spectate, volunteer, or compete.

The full calendar of events from AEMC and ASEMC will be released shortly. See www.motorsportuk.org/events/motorsport-month to keep up to date with what is happening and to get involved.



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THE INTERCOOLER

The following feature is an excerpt from Dan Prosser's AutoSOLO experience, which first appeared in the digital car magazine *The Intercooler*. Motorsport UK members get a discounted subscription to *The Intercooler* included with their membership

'Intrigued to see how you get on in that,' he says, pointing at the Kia. I'm just as curious to see how he fares in his tiny Fiat 126, which seems to cower in the shadow of my much bigger car. Between us we run some calculations: his entire car weighs less than me plus the Kia's battery. The EV6 GT I've borrowed for today is four times heavier than his 126, but it does offset its extra mass somewhat with seventeen times more power.

I wander around the paddock and note that my EV is the only one in the field. It's also the only brand new car, one of only two with four-wheel drive, the most valuable by an embarrassing margin and around three times more powerful than anything else. But it's also an enormous electric crossover SUV and twice as heavy as the average car here. And if ever there was a grassroots motorsport discipline that punished size and weight, autoSOLO must be it.

I weigh it all up, but still I can't work out if I look like the most shameless kind of pot hunter, bowling up with way more horsepower than everybody else, or like I missed the turning to Aldi. Nor do I know how this is going to play out. I could be on my way to the top step of the podium or the bottom of the timesheets – I have no idea which.

You mustn't mistake autoSOLO for its more bookish roommate, autotest. The similarities between them are obvious, because in both you're zipping around cones at low speeds against the clock with penalties for clipping a gate or missing one altogether. But an autotest course is much more complicated and you'll be going backwards rather than forwards at times. Moreover, you have to memorise the way. In autoSOLO, you'll only engage reverse gear if something has gone terribly wrong and the cones are clearly numbered in sequence, so in theory you don't need to memorise a thing – although the reality doesn't quite stack up.

It's the difference between me rather fancying a go at autoSOLO and having no interest whatsoever in autotest. In fact, I've tried autoSOLO once before, driving an early Mazda MX-5. But I only managed three runs that day, meaning my total experience of the discipline runs to three or four minutes. I hesitate to call myself an expert.

Dan Prosser lines up for an AutoSOLO test with Loughborough Motor Club





Navigating the course in a large Kia SUV. Dan also took a turn as a marshal



If knocking about at low speeds around some cones on an old runway or tarmac apron seems a bit daft to you, know this: there has probably never been a more accessible form of properly licensed, fully sanctioned motorsport. The doors to competitive driving have never been flung so wide open, and many who begin their racing journey here will progress into other forms like Sprinting, Hillclimbing, Rallying and Circuit Racing.

The barrier to entry could not be any lower. You do need a Motorsport UK licence, but it's completely free and takes two minutes to apply for – it's called RS Clubman and it permits entry into 12 separate disciplines, including autoSOLO, trials and navigational rallies. For autoSOLO you can use your daily road car, like most competitors do, and it doesn't require any modification whatsoever. Nor do you need any special equipment, not even a helmet. You will need to enter a motor club – I joined Loughborough Motor Club, organisers of today's event, which cost £20. I then had to pay another £51 entry fee.

Motorsport UK's new StreetCar initiative is all about encouraging people to participate in grassroots motorsport in their road cars. Some turn up in sports cars and hot hatches, but just as many use very unsporting city cars, like Nissan Micras. One young couple arrived in a diesel Peugeot hatchback and appeared to be having just as much fun as anybody. Visit the StreetCar website – –and you'll see just how easy it is to get started.

The EV6 GT is Kia's new range-topping model and its most powerful car yet. I was rather hoping to fly under the radar and not alert everybody to all my various advantages right

away, but this car is a pre-production prototype with stickers on the rear pillars reading 'AWD' and '577bhp'. The game was up before we'd even started. Thank goodness those pesky stickers didn't give away the car's lightning quick 3.5 second 0-62mph time as well.

All that power is produced by two electric motors, one on either axle, and put down to the road by a set of Michelin Pilot Sport 4S tyres – one step down from Michelin's Cup 2 track day tyre. The most powerful Kia it may be, but at £62,595 the EV6 GT is also the most expensive by far.

We're on the vast Tarmac Lake alongside Donington Park's Redgate corner. It rained heavily overnight, and the sun shows no sign of emerging to dry the lake – indeed it stays wet and greasy all day, which means I needn't worry about this very heavy, very powerful car ripping itsMichelins to shreds like it might on a dry surface. But I'm nervous the brakes are going to cook themselves to a cinder as they fight to contain the Kia's portly 2200kg kerb weight.

There is no testing or practice, so it can be helpful to walk the course before getting started. You see drivers calling out the numbers as they amble along, others clutching a clipboard and pen, some swinging their arms in big looping arcs to describe the line they intend to take. My plan is to go steady on my first run and count the gates off as I go, then push harder on runs two and three. Only my fastest two runs will count, meaning I can afford to sacrifice my first as I find my way. After lunch we'll repeat the course backwards, meaning I have six runs to look forward to with four counting towards my overall time.



So I sit on the start line, waiting to be waved away, knowing all I have to do is drive sensibly and count the gates off as I go. But inevitably, I can't help myself. I weave around the first few cones as planned, flatten the accelerator pedal, and feel the car rush forwards in an instant. I look up, expecting to see the next gate somewhere in front of me, but it's nowhere. I panic. I turn hard left, then hard right, and realise I am hopelessly lost. I drive around in a circle until I spot a gate a little later in the sequence, then set off after that.

A moment later I'm lost again. Same problem – a squirt of acceleration expecting the next gate to present itself to me, only to find it's not where I thought it would be. I think I got lost four times on that first run, which I'm hoping is some sort of record.

Hitting a cone earns you a five second penalty so it's not necessarily ruinous. But going the incorrect way even once, a 'wrong test' as it's known, means you're done for. So that first run goes straight in the bin.

Run two. I calm it down a little, resist the temptation to deploy all that power beneath my right foot, earnestly counting off the gates as I go...and still I get lost. But this time, by luck rather than judgement, I find my way back to where I need to be without incurring a wrong test, then cross the finish line with a sigh of relief. It's better, but still pretty lamentable.

AutoSOLO is one of the most accessible forms of motorsport and part of the StreetCar initiative

My final run of the morning is scarcely any better than the first. I get lost again, go the wrong way at least once and impress nobody with my speed through the cones. And I've lost any hope of a decent result even before we've paused for lunch. To do well in the final reckoning you have to post two good times in each session, meaning you can afford to go wrong only once in the morning and again in the afternoon. With two bungled attempts against my name already, I'm consigned to the bottom of the overall standings for good.

What was I getting so badly wrong? I should have figured this out on my track walk earlier in the morning, but there are a handful of gates that are seemingly designed to trip you up. Most flow nicely from one to the next, each subsequent gate clearly visible as you go. But just a few will be well out of your line of sight – perhaps even directly behind you. It's like a slalom skier having to go back up the piste once every seven or eight gates. If you aren't aware which the tricky ones are, you'll get lost. Like I did, endlessly.

During the lunch break, I devise a new tactic. I walk the reversed course twice. The numbers are left as they are, which means we'll be counting down from 32 rather than up. That might complicate matters somewhat. The key difference this time around is that I force myself to remember the handful of unsighted gates, searing their numbers into my mind by repeating them over and over again. There are four that could be especially challenging – the others all flow easily into one another...





Drivers' briefing for all competitors

Getting lost is massively frustrating, but after each of my morning runs I drive away from the final gate twitching with adrenaline. At less than two minutes apiece the runs are short and sharp, and I find my heart races with the excitement of it all. Everything happens so quickly. The speeds might be modest, but with the clock ticking and some little exercised competitive instinct consuming me, this strange motor racing discipline is giving me a right old rush.

Watching the other competitors from the side lines is fascinating. Most of the other drivers go wrong once or twice, underlining just what a challenge finding your way through the course really is. But you can see how the quickest drivers know precisely where the course goes, aware not only where the next gate is, but the one after that as well. They memorise the route like an autotest driver would, flowing sweetly between the gates.

Not only do they avoid the calamity of a wrong test by doing so, but they also get the lines just right to carry as much speed as possible around the cones, their cars always agitated and balanced, always on edge, charged with energy. You can spot when a driver is lost because as they frantically search around them for the next gate, their car will settle limply on its springs, all that lovely energy lost.



It's a numbers game... Dan walks the course

One of my competitors points out how autoSOLO is the inverse of circuit driving. Being quick on a conventional race track is perhaps 20 per cent knowing where to go – good lines are clearly important but figuring out the direction of the corners is easy – and 80 per cent driving well. AutoSOLO, he reckons, flips that on its head: it's 80 per cent knowing where to go, 20 per cent driving skilfully. And he's absolutely right. An average driver who remembers precisely where the course goes will always beat a very talented one who hasn't memorised the route at all.

I'm at the front of the queue right after lunch, keen to put my new method to the test. I repeat the numbers of those few devious cones in my head, again and again. Off we go...

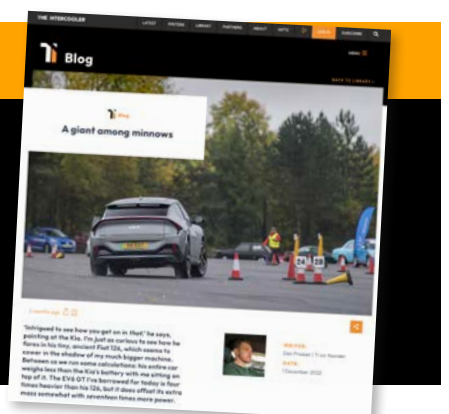
... How did Dan fare in the reverse-run of the course? Was it a case of lost hope (again) or did some lunchtime philosophy work its magic on the driver and his unlikely chariot...? To read the rest of the story, visit [The Intercooler](#) online today. 🌀



Get The Benefit

Motorsport UK members can claim an exclusive discount on a monthly subscription to *The Intercooler*. Visit the-intercooler.com/motorsportuk to sign-up today and use the discount code **motorsportuk20**

To learn more about StreetCar, and how you too can get started in motorsport, see <https://streetcarmotorsportuk.com>





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Race with Respect 2023

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event, in any capacity, all those present agree to follow the values of the governing body's Code of Conduct – Race with Respect. Here we share what that means, and why it matters to all of us

During 2014, it became clear to then MSA, that there was a reoccurring issue of antisocial and unacceptable, sometimes aggressive behaviour among some competitors and parents within Karting. As part of the team attempting to respond to this, Cheryl Lynch and Andrea Duncan developed the 'Race 'n' Respect' programme, which was inspired by a similar campaign run by other governing bodies to tackle antisocial behaviour at all levels of their sport. This was formally launched at the Autosport International Show in January 2015.

To begin with, the Race 'n' Respect team focused on the junior competitors within Karting – in particular the Bambino category. This brought on board the then Championship Manager Dan Parker. The original philosophy was to install a code of conduct and quality of behaviour within the youngest generation of karting competitors (and their supporting parents) which would then filter up through the sport as they progressed and developed. The fun-to-be-there approach included stickers for the karts, lanyards for the officials

and a complete 360-degree inclusive message across the Bambino Championship. Race 'n' Respect was designed to be an effective tool for the organising Clubs to deal with any matters of behaviour outside of the usual Judicial process, which would remain focused on matters relating to sporting and competition incidents.

The first penalty issued under Race 'n' Respect occurred when Championship Manager Parker faced a situation at a club event when a parent had refused to turn down their loud music that they were playing at 11pm one evening despite the club officials and other competitors requesting that they turned the music down so that the rest of the campsite could get some sleep. This was a perfect example of where the code can be used to try and educate and improve behaviour at events.

"It was an exciting time to be involved in the sport," explains Parker, "with this new code launched. We were aware of the work other bodies were doing, and we recognised that Karting needed to have some similar behaviour foundations put in place. The Bambino Class gave us a good opportunity to trial the code, with no teams present, and the six-to-eight-year-olds competing, supported by their parents who were predominantly brand new to the sport."

Additionally, explains Parker, there was an opportunity to help support the officials to deliver a more customer-focused approach. "I was always really keen to promote the fact that the Code was there to work both ways, which we did manage to achieve, despite some early growing pains and misunderstandings."

After learning a lot from the Bambino trial, the next step was to expand the Race 'n' Respect framework across the wider Karting community. To help achieve this, the then British

Karting Championship Co-ordinator Sonja Game was brought onboard to help introduce this concept and philosophy across the UK Kart Clubs. Prior to the launch of Race 'n' Respect, all the motorsport Clubs across the country had been dealing with any issues of antisocial behaviour independently, and in isolation from each other. Race 'n' Respect became a tool for the Clubs to use, and as things progressed and more Clubs grasped on to the idea, there emerged an element of standardisation and a general improvement in behaviour across karting.

There were still lessons to be learned, as Race, Speed and Kart Executive Cheryl Lynch points out. "The criticism at the time from the Clubs was that the MSA did not put enough support behind the programme and that there was more work to be done to help the Clubs deliver on these ideals."

There were some early signs of concern from some Clubs, as Lynch notes. "There are Clubs and Organisers that feel that if they are too heavy handed with competitors, that these people will leave and take their motorsport competition elsewhere. We have learned that the opposite is true, and that if Clubs and Officials are firm and instil high standards, then they can improve the Club environment, and it will actually grow their clientele."

In January 2016, moving on from Karting, Race 'n' Respect was then expanded to include Junior Drag Racing, focusing again on the young competitors from eight-years-old. The Santa Pod Racers Club and the Drag Racing community embraced it, and while the competitor numbers in drag racing maybe lower, it was still encouraging to see the positive effects that the code of conduct introduced.

To help build momentum, other junior championships were also brought onboard – with Race 'n' Respect launched for Junior Rallycross, Junior AutoCross, and the junior Circuit Racing Championships.

For those clubs – regardless of discipline – that did adopt the Race 'n' Respect ethos, and followed through with the reporting of incidents, there was then an input of support from the MSA with guidance and assistance to resolve any reoccurring issues. Unfortunately, where there may have been a reluctance of reporting by a Club, the lack of information received meant that support was unable to be directed where it may have been needed most.

As a project, Race 'n' Respect achieved some of its aims and had a positive impact on many people in the motorsport community. However, its influence and effectiveness on the UK motorsport scene as a whole was less than originally hoped, and therefore it needed to be reviewed, revised, and improved.





Lessons learned

Development of the new Race with Respect programme began in 2022 and has been totally restructured from the ground up. Whereas Race 'n' Respect relied on the Clubs to deliver and manage the processes directly, with some assistance from the small team at the MSA, for a wider scope and broader reach that Race with Respect has been tasked with, there needs to be greater input and support from Motorsport UK. It has taken some time, and the process is an ongoing one, however resources and personnel are now being put in place to provide Race with Respect the foundations it needs to succeed.

The first stage of this enhanced support comes in the form of webinars and video guidance that is now available for the Clubs and officials. This provides background information on the new processes that will allow everyone in the motorsport community to contribute to the respectful, safe, and fun environment that we all want to enjoy.

As well as the broader reach and stronger influence the Race with Respect programme is set to provide Clubs and the Motorsport UK membership the tools to make a positive change to their competitive and social environments. Reporting incidents remains at the heart of this, though the mechanisms have been revamped and the emphasis is new, as Lynch explains. "We are now much more hands-on and there is more Motorsport UK involvement. The key is supporting the Clubs with the administration and making the reporting process as easy as possible. It is important that the reporting is available to Motorsport UK, irrespective of whether a Club may decide to take any action, so that we as the Governing Body, are aware of what is happening in the community."

Online Resources

- Documentation and Downloads:
www.motorsportuk.org/racewithrespect

Social impacts

The rise of social media and the widespread adoption of digital marketplaces across society has had both a positive and negative impact on the way we interact with each other. The motorsport community has not been immune to the negativity that can be seen across all forms of social media and therefore as a governing body, Motorsport UK needs to set out a code of conduct for its members and ensure that this is adhered to. In essence this means:

- Encourage a positive environment both on and off track for all
- Welcome and encourage new participants
- Treat everyone with respect regardless of their gender, ethnic or socio-economic status, language, religious or other beliefs, disability, sexual identity, or other status
- Do not use any sexist, racist, homophobic, transphobic, or ableist language or any slurs which may offend minority communities
- Be mindful that 'banter' can be hurtful to the subject of your comment
- If you find yourself in a situation that has the potential to be volatile walk away. Think of the impact of negative behaviour on our young competitors and those in the surrounding area
- Be mindful of your social media activity. Discrimination through social media will be taken as evidence for formal action
- Public criticism of the Event, the Organiser, Official Decisions, or the Officials themselves is detrimental to the sport and motorsport in general
- The Code is all encompassing for everyone!

The intention here is to create a welcoming and encouraging environment for all motorsport participants, and initial feedback from the community has been one of support.

In instances where community members are found to be in breach of the standards outlined in Race with Respect, Motorsport UK now has a three-phase response whereby it hopes to educate and inform and therefore reduce and eventually remove the source of offensive and inflammatory behaviour. Motorsport UK has identified three Levels of Complaint – Level 1, 2 and 3.

In all cases the incident needs to be registered using the Motorsport UK reporting form on the website –

www.motorsportuk.org/racewithrespect.

Support can then be provided by Motorsport UK to the Club, Championship or the individual registering the complaint.

Level 1 Complaint

A complaint which can be addressed by explanation. A written account to be taken of both the incident and action

- Unintentional social barrier / Use of unintentional profanity etc/ that be social media
- Motorsport UK saves an impact over intent approach to behaviour
- An individual who is not responsive to corrective advice should be elevated to the next Complaint Level

Level 1 Complaint

This may not necessarily need a full investigative process and is for incidents where acceptable remediation on both sides is by an apology and admittance of wrong doing. Motorsport UK takes an impact over intent approach to behaviour.

If all involved agree with the solution, we are keen that community education and peer on peer intervention supports a less formal approach to complaints.

It would be hoped that such incidents could be addressed by explanation and discussion, however if the individual is not responsive or willing to consider corrective advice then ultimately the level of incident will need to be elevated.

Level 2 Complaint

A complaint that requires investigation & written statements in respect of behaviour that has caused considerable offence

- Does the complainant wish the matter to be elevated to serious?
- Aggressive, intimidating behaviour, sexist, racist, homophobic, transphobic or abusive language, or any slurs that may offend
- Could be addressed by explanation and formal education but ultimately such behaviour has no place in our sport

Level 2 Complaint

This will be subject to a full investigative process and the behaviours involved could include aggressive, intimidating behaviour, sexist, racist, homophobic, transphobic or ableist language or any slurs that offend. Or repeat offending in relation to level 1 complaints.

If possible, this may be something that could be addressed by explanation and formal education but ultimately such behaviour has no place in our sport. Motorsport UK will not hesitate to suspend licences where they feel it is appropriate to do so.

Level 3 Complaint

A complaint which has caused considerable upset which will require escalation to Motorsport UK

This could be:

- Persistent transgressors or incidents
- Aggressive, intimidating behaviour
- Sexist, racist, homophobic, transphobic or abusive language, or any slurs that may offend
- An immediate suspension will be imposed
- Consider the nature of the incident this may be illegal

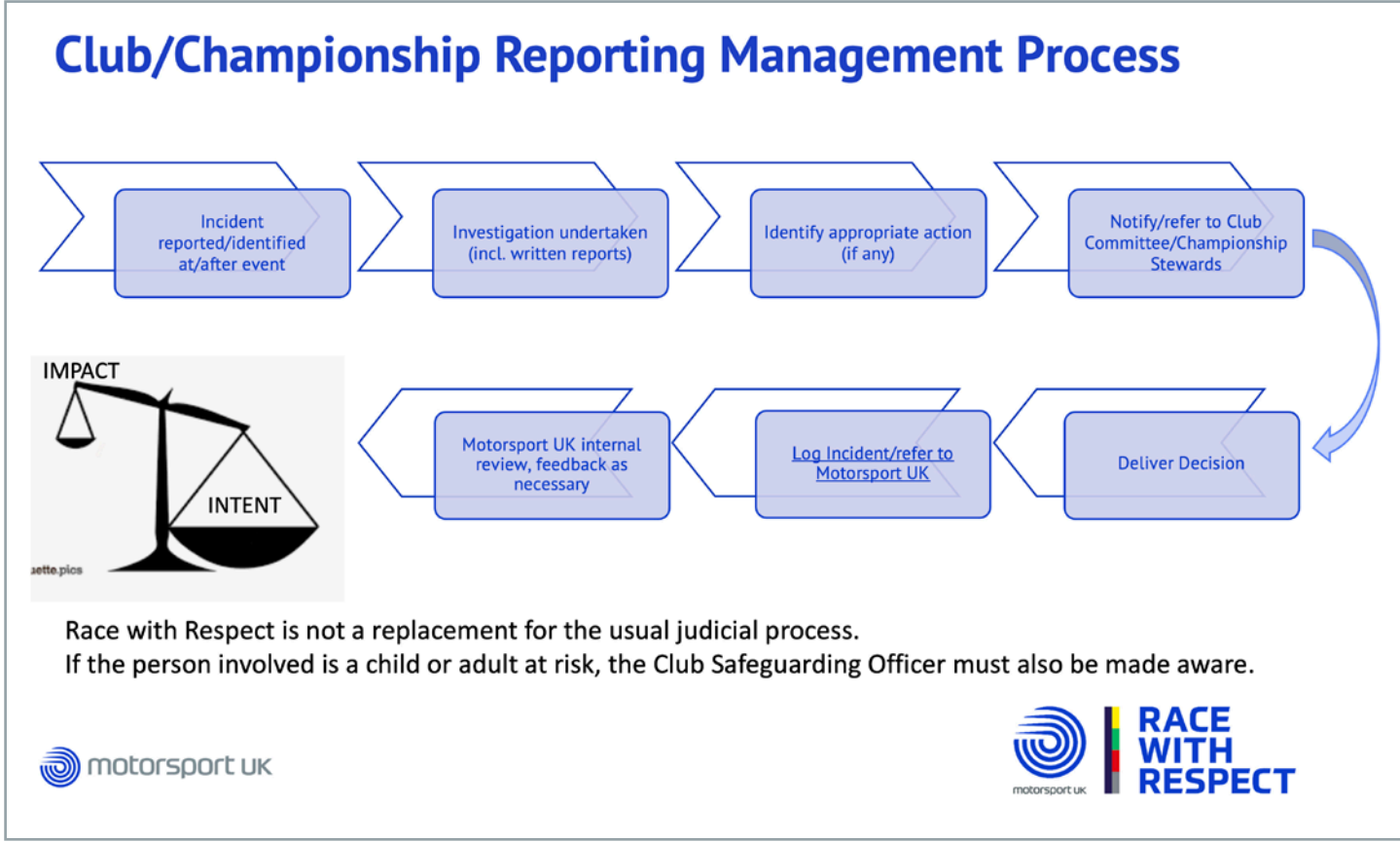
Level 3 Complaint

This could include persistent transgressors and include behaviours listed in Level 2, victim escalation or purposely offensive behaviours and / or language. An immediate suspension will be imposed. Consideration would need to be given as to whether the nature of the incident may be illegal and need Police referral.

Reportage

The three levels of incident, as outlined above, are the framework that Motorsport UK will be using when responding to complaints and concerns raised by the membership. Part of the Race with Respect programme includes a drive to encourage more reporting, and more sharing of information by individuals, Clubs, and organisations across the motorsport community. Only through greater understanding, can we as a community highlight areas of concern, and then take positive action and education to rectify them.

For the wider membership, the process of highlighting such concerns is now simpler and more effective and backed-up by support from the Safeguarding team at Motorsport UK when needed. Once a report has been received, the identification of how best to deal with the situation will be assessed and guidance provided to the Clubs, individuals and teams involved.



Only through effective reporting and subsequent education, can the community avoid minor incidents and transgressions developing into a culture of acceptance and this could lead to more extreme examples of mistreatment in the future.

Allegations, complaints, or concerns about poor practice are received from a variety of sources including clubs, officials, competitors, and parents. All reports are reviewed by a multi-disciplinary team consisting of leads from sporting, legal and safeguarding. Reviews focus on the behaviours that have occurred, the immediate actions taken, any previous reports received and/or previous penalties issued. If it is deemed that further investigation is required the case will be allocated to the appropriate team (or indeed referred to the Club / Championship) who will follow up with victims, witnesses, and complainants. On conclusion of the investigations, an update will be provided back to the multi-disciplinary team for a decision to be reached and where appropriate, education identified or whether penalties are to be issued.

Penalties

Clubs, Organisers and Motorsport UK will hold people accountable for their actions, behaviour, and language. Ultimately penalties may need to be imposed, whether the offender is a Driver, Parent, PG, Team, Team member or Official (which includes organisers, marshals, and officials of the meeting) in order to reflect the disrespectful behaviour – which may include:

- Apologising to any effected parties
- Further Education
- For Drivers, Parent, PG, Team, or Team members being required to meet with the Championship Organisers or Championship Stewards
- Warnings
- Community work
- Championship Penalties
- Championship round suspension
- Championship disqualification
- License or Registration suspension
- Suspension or Exclusion from Motorsport UK Events
- Officials and Marshals will be required to meet with the Championship Organising Club, Meeting Organiser or Motorsport UK who may also identify training needs whether personally or nationally.

Motorsport is, and needs to remain, an inclusive and open environment to attract and retain new participants – on all levels and involvement.

Giving good service

In accordance with regulation A10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

However, it is hoped that through education and an agreed shared responsibility, the sporting environment can be improved and maintained without the need to penalise and exclude anyone.

To assist Clubs, competitors, and officials in achieving and maintaining the standards set out in Race with Respect, Motorsport UK has been developing a suite of tools and online resources. To access these, see www.motorsportuk.org/racewithrespect

Also available is a Club Toolkit, which is available to support officials around the country to share the benefits of adhering to the guidelines set out within Race with Respect.

Motorsport, globally, and in the UK, faces a growing list of conditions and social pressures that challenge its existence. For motorsport to thrive, we as a community need to embrace the social changes and adapt them into how motorsport is received, and perceived, by those who participate, and by those who view it from afar. By adopting Race with Respect as a community-wide ethos, everyone can demonstrate that motorsport is an inclusive, fun, fair and exciting place to be. 🌐



Race with Respect was born in karting, but applies to every level of motorsport



As with the Race 'n' Respect code that preceded Race with Respect, this code of conduct is applied to all participants within the motorsport community, for the benefit of all. For officials, marshals, and other non-competitive roles this means also adhering to the Race with Respect code of conduct. There are four versions of the Code of Conduct, with separate standards of expected behaviours. They can all be found here www.motorsportuk.org/racewithrespect

■ Officials / Marshals

■ Team Personnel

■ Competitors

■ Spectators (including parents & guardians)

As an Official / Marshal I agree to demonstrate **Respect** by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity, or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour
- Respecting all competitors and teams.

As an Official / Marshal I agree to demonstrate **Integrity** by:

- Behaving with integrity and upholding fairness in the sport.
- Acting with honesty and impartiality by applying the regulations fairly and consistently.
- Behaving responsibly and reporting any concerns I have to an Event Official, Officer of the Club or Motorsport UK.

As an Official / Marshal I agree to demonstrate **Fair Play** by:

- Respecting the rules and regulations and the authority of Motorsport UK.
- Celebrating effort and good racing by all involved.
- Not making or publishing negative comments which may bring individuals, teams and / or Motorsport UK into disrepute.

As an Official / Marshal I agree to demonstrate **Self Control** by:

- Managing and/or participating in events in a positive, calm, and confident manner.
- Not drinking alcohol or using illegal drugs during practice or competition.
- Acting as an ambassador for Motorsport UK and always displaying the highest standards at all times

As an Official / Marshal I agree to demonstrate **Good Manners** by:

- Being a positive role model by promoting good behaviour to all involved in motorsport.
- Supporting my colleagues.
- Contributing to a welcoming and friendly environment that ensures the safety and welfare of all participants.

Similarly, anyone attending a Motorsport UK event as a parent, guardian or other supporting role is equally beholden to behave in an appropriate manner.

As a parent or guardian, I agree to demonstrate **Respect** by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity, or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Respecting other competitors, their families, and other teams.

As a parent or guardian, I agree to demonstrate **Integrity** by:

- Always behaving with integrity and upholding fairness in the sport.
- Behaving responsibly and reporting any concerns I have to an Event Official, Officer of the Club or Motorsport UK.
- Never encouraging any driver to break or bend the rules.

As a parent or guardian, I agree to demonstrate **Fair Play** by:

- Respecting the rules, regulations, and authority of the officials of Motorsport UK.
- Celebrating effort and good racing by all involved.
- Not making or publishing negative comments which may bring individuals, teams and / or Motorsport UK into disrepute.

As a parent or guardian, I agree to demonstrate **Self Control** by:

- Not placing undue pressure on young drivers or criticising their performance in an unconstructive, unhelpful, or negative way.
- Taking responsibility for my behaviour and the way I speak to other people.
- Not drinking alcohol or using illegal drugs during practice or competition.

As a parent or guardian, I agree to demonstrate **Good Manners** by:

- Being a positive role model for my children and their peers and help them work towards skill improvement and fair play.
- Contributing to a welcoming and friendly environment that ensures the safety and welfare of all participants.

CARS ON CANVAS

It takes some serious talent to create a motorsport work of art that captures the drama, action, and movement on track or stage. **Will Gray** met with four creative talents with very different styles and techniques to find out how they do it

What do a radio control car, a pallet knife, an iPad, and a paint brush have in common? The answer is they are all items that have been used by some of the UK's most intriguing and innovative motorsport artists to create their masterpieces of the track.

The world of motorsport artistry is well established and extremely varied. It ranges from classically styled pieces by long-time legends of the brush such as Michael Turner and Andrew Kitson, to crisp modern montages and poster-style Pop Art. The sharing opportunities offered by social media offer anyone with talent the chance to be noticed and, with a bit of hard graft and a portion of luck, to even make a living from doing it.

The artist's work offers those who compete, spectate or work behind the scenes the opportunity to capture a memorable moment that perhaps was otherwise not possible. And while the different styles are a matter of personal taste, in many cases it might be more affordable than you think to commemorate that victory with a unique piece of unique wall art.

There are numerous creative experts around the UK turning their hand to the trade. Some work professionally on commissions or limited-edition prints, others simply paint for pleasure, with the hope of being recognised. These four artists are some of the most prominent in the field, each with a unique story or approach, and I wanted to find out more about this fascinating world.





David Johnson at work

Q: What came first, motorsport or art?

David Kelsall: “I have always been into art, and I used to paint with oils and acrylics. I would do a couple of paintings each year for friends, then somebody showed me a painting they had done on an iPad. I liked that idea, so I got one, but I didn’t do anything with it until I was furloughed in the first coronavirus lockdown.

“I got bored of watching daytime television, so I decided to try it out and did a picture of Hannu Mikkola on the 1978 RAC Rally. I posted it on Facebook and it went mad! Just a couple of hours later I got a call from the chap who owned the car asking if I was doing any prints. I hadn’t thought about it, but I said ‘actually, I was going to do a limited edition of 75’ and he said ‘well, can I order the first 10?!’”

Martin Tomlinson: “I had racing in my blood from the word go – I think I was born with a spark plug in my ear or somewhere! My grandfather used to race bikes at Brooklands before the war and he and my dad took me to Crystal Palace when I was three. I sat on my dad’s shoulders, and I loved it when the cars came burbling past on the warm-up lap, but when the race started the noise level went up and I screamed the place down, so they took me home!

“I got into art when I was a bit older and ended up exhibiting work as a ‘Sunday artist’ at Silverstone, Le Mans, Goodwood and so on for about 30 years. I was running a graphic design studio and eventually it became less and less design and more web-based, so nine years ago I decided to paint professionally and do nothing else.”

David Johnson: “Motorsport has always been at the heart of it. I grew up watching it on TV and used to build models and collect bits of car. I became design and technology teacher and would go to Silverstone and build cars for the students to race around. At the same time, I was developing my art skills. I’ve always had a fascination with the work of Michael Turner, so I took a sketch to one of his exhibits and he gave me praise and comments.”

Ian Cook: “I grew up in the Midlands with the car industry all around me. My uncle worked for what was then Rover Group and I originally wanted to go into car design but, after doing some work experience, I decided it wasn’t for me. There was no social media or creative content like we have now, so because I was good at art, I put all my effort into that.

“I got A-stars in Art, Textiles and Graphics then did a B-Tech in Illustration and a Fine Art degree at Winchester School of Art. As I was close to London, I went to the galleries and was inspired by the likes of Damian Hurst and Tracey Emin; shows that really challenged people’s perception of art. Then, as I’ve always been a car fan, I started to bring cars into my art.

“I started by customizing little Matchbox toys, doing art cars and in my third year I cut up all my toy cars – Buragos, Scalextrics, the lot – and put them into a sculpture called Pop Bang Colour (meaning a friendly explosion of colour) which had motors and lights and was really colourful.

“I had put so much into my degree I was maxed out, empty, so I did bar work for a couple of years, ran a nightclub, and that



David Johnson uses a splatter-style technique to create modern stylised art that has drawn the attention of some of Britain’s top F1 stars.

www.formulaart.co.uk



Martin Tomlinson uses a classic style to define moments of motorsport history from a wide range of disciplines, from classic F1 to modern sports and GT cars.

www.motor-racing-art.co.uk

helped my people skills. Then I started photographing the DJs behind the decks, did some corporate commissions and suddenly realised I had a skill people were happy to pay for.

“After that, I became a full-time teacher for a while and that helped me again with the people skills, because when you’ve got 30 students for three hours, you’ve got to have a presence, you’ve got to show you are in control of the room. When the rooms were not full of students, I used them to experiment with my art.

“In 2007 my then girlfriend bought me a Lightning McQueen radio control car for Christmas. She said ‘don’t take it down to your studio and get paint on it’ – so that gave me the idea to start painting with radio control cars! I worked out if you put paint onto canvas or paper, the car can run through it, and you can control the direction it goes. That’s where it all started.”

Q: How did it turn from a hobby to a business?

DK: “After my first picture I did a second and there was a lot of interest again, so I put together a website and it went on from there. It got to the stage where I had enough in my portfolio to do a show, so for the last couple of years I’ve been doing Rallying shows, I did the Oulton Park Gold Cup, and I did the Collin McRae event at Knockhill last year.

“I only intended it being a part-time business – I’m in the motor trade as my full-time job – and I thought if I can build it

up into something that is a nice little retirement business. I enjoy doing what I do, so I would do it anyway whether I got paid or not! It works out quite well and I find I’m getting better and better.”

MT: “I was very fortunate that Zac Brown (CEO of McLaren Racing) commissioned me to paint a series of his road car collection. That came through LinkedIn, just out of the blue. I also knew Mark Blundell through my previous business, and he’s had a few pieces from me, so that was all good stuff for the CV.

“Then I started to go to race meetings, mainly Historics, with a portfolio to show people around the paddock. I would wait until the races finished, find out who won then go and see them and say ‘what a great race, that would make a fantastic painting.’ At that point, they’re either going to show you the door or think it would be a great thing to have!”

DJ: “As I did more paintings, I started to contact drivers and was fortunate to meet with Sir Stirling Moss. He signed a run of prints, and I kept going back to his house for him to sign more! Then it got the interest of Sir Jackie Stewart, and he did the same. I could see the art was growing, but it wasn’t enough to go full-time.

“Then, about seven years ago, I changed from fine art to a pallet knife, and it just boomed. I put a piece on social media, Mercedes retweeted it and it got about a million impressions, it was crazy! After that, I was invited to paint at the British Grand Prix Ball, then Monaco, but when the school couldn’t get any cover for me, I decided to quit and go full-time.



David Kelsall creates photo-real art using an iPad and an apple pencil. He specialises in Rallying and has captured more than 70 different cars and drivers in his works.

www.davidkelsallart.com



Ian Cook has created two unique styles, using radio control cars and rubber tyres to create dynamic pieces of art, and also developing continuous line caricature-style drawings.

www.popbangcolour.com

“Since then, my skills have developed rapidly and am now at Silverstone a lot with the museum, the Hilton Hotel and exhibiting at the track. A few years ago I did an exhibit at the British Racing Drivers Club (BRDC) and Michael Turner was there. We talked about our previous meeting, and it was amazing to see it go full circle!”

IC: “I continued to experiment with the cars and took a vacant shop unit in Wolverhampton, where people would stop to eat their lunch and watch me paint through the window! That made me think ‘there must be something in this’, so I invited the local media along. First ITV news came, then the local paper and it ended up going all the way to the nationals.

“I started doing events at the British Motor Museum and following that I ended up going to Goodwood and being paid! I’d already painted a portrait of the late Lord Montagu for Beaulieu National Car Museum, and Goodwood wanted a portrait of the then Lord March and his D-Type, and some other artworks relevant to the show.

“On one of the days I painted a portrait of Lewis Hamilton and a few days after I got a call from M&C Saatchi advertising agency. I was thinking ‘oh no, what have I done’ but it turned out they wanted me to do a portrait to announce Lewis as a Reebok brand ambassador. So, I ended up painting a giant artwork, the size of a three-story building, in Piccadilly Circus and it went up next to Tower Bridge on the weekend he won the World Championship!”

Q: What is your style, and how did you develop it?

DK: “I do everything on iPad with an Apple pencil. Some people think I paint over a photo or say it’s cheating, but it’s not. The principle is exactly the same as painting. I start with a blank screen and everything is put on by my hand. It takes me between 12 and 20 hours to do a piece and most people are more concerned about the end result than the process.

“I tend to go more for realism than being overly artistic. The beauty about an iPad is you can copy exact colours, which is a big help, and you can also zoom in, so I could have the spokes of a wheel and make them full screen. I’ve got a 13-inch iPad, so that helps me to create more detail and achieve more of a photo realistic finish.

“The good things about turning to digital is I don’t have to tie the kitchen table up; there’s no mess; and I can sit in the armchair while I’m watching television and do a little bit. Also, with a physical painting you have to go through an expensive photographic process to turn it into a print. With digital, I just click a couple of buttons and pick up the prints the next day.

“I like doing rain because you can get some nice reflections and have the spray coming off the tyres, and I do like the older cars because they have so much character and they always look like they’re doing something. Modern cars, they don’t lean, they don’t lift, they just go around corners like they’re on rails.”

MT: “When I was a boy, the most famous motorsport artist was Michael Turner. He used gouache so I did too. It is ideal because it dries much quicker than oils, so you have to work it quickly, which gives momentum. If you look closely, there are some really loose brush strokes on my paintings because there is not the time to put too much detail in.

“I start each painting by laying down the basic colours then building it up from there, putting the detail and highlights on at the very end. Some colours change against a second colour and don’t look same, so it can have quite a big effect on what you end up with. I paint up to a meter across and for the bigger pictures I just use bigger brushes for the background.”

DJ: “When I was doing the Fine Art, I found that as my skills got better, I was getting slower because I wanted to capture every detail. It was taking up to two months to complete a painting! I found the palette knife gave me so much freedom. It brings the abstract side but allows clarity and detail. It is also quicker, so now it’s ‘only’ 200 hours for a painting!

“I paint the canvas white first, map out the picture in pencil and then apply background. I then work from the background through to the foreground, so each layer is applied on top of the previous. When the previous layer is dry, you can press the pallet and push it into shape. It’s that layering upon layer that allows me to get the really sharp edges on canvas.

“I printed off a catalogue of my work recently and you can see how it’s evolved. Each piece, I try and do something new and that then has an influence on the next painting. I do lots of playing about on scrap pieces of paper or canvas, that’s where it all comes from. It’s great to be able to adapt with new techniques, while essentially still using just the pallet knife.

“I like to paint live because it’s great to show people the technique. A lot of the time, they look at the artwork and think it’s done on computer. It’s not until you actually see me painting that you can understand the process. At Silverstone I get to be right next to the track and seeing the F1 cars driving by as I’m painting them is incredible!”

IC: “Having grown up being influenced by those artists in the 1990s, I recognised that you need a unique selling point, something that you own, whether it’s a process, how it’s done, what it looks like. That’s what I’ve always gone for. I don’t need to have a little tag next to a painting saying it is mine because it’s instantly recognisable.

>>>>



David Kelsall likes adding rain and reflections to his art works



Hannu Mikkola on the 1978 RAC Rally is where it all began



All created on an iPad with an Apple pencil



The race programme cover for Thruxton circuit



A portrait of Lewis Hamilton which led to working with Reebok

Ian Cook uses the car tracks in paint to combine to build up his images

“That is why I developed the radio control car approach and I also use actual tyres to give a texture over bigger areas. Sometimes my style is very literal, sometimes more abstract, just a grill of a car or some blurred action. I can always just flip things up a little bit, and that’s what I enjoy.

“I do a lot of my art publicly at shows like Autosport, Goodwood, Silverstone, or it is filmed, so, really, I am a performance artist. People watch it, share it, photograph it. Often, they don’t believe the process, even though they’re looking at it! They go to events to be entertained so I try to make people go away and think ‘oh, I remember looking at this.’

“During Covid there were no shows, and I couldn’t access my studio, so I started to do what I called ‘Continuous Line Drawings’. The entire initial outline of the drawing is done in one single line without taking the pen off the paper. It was initially a stopgap, but it has become its own entity and has opened up a new market.

“Rather than being a big two metre by one metre painting, which takes about 10 hours to do, the drawings take around an hour and a half. They’re somewhere between a caricature and reality and, again, it’s a style that people can instantly recognise as mine. It was all done online, too, so people could interact during lockdown.

“I also do full vehicle art wraps every couple of years. It is really challenging transferring a 2D painting onto a 3D form because it changes the curvature of the images, but I really enjoy doing them. I did a Bugatti, a Morgan, an American F-Type. I enjoy seeing my art in different forms and I’d love to do a race car in a series at some point. That would be cool.”

Q: Do you paint from a photo or from memory?

DK: “I use a number of images of the vehicle in different angles to get the car detail and put in my own backgrounds. The first one I did, I had three or four reference photographs of the car and the background was completely fictitious, I made it up completely – but you’d be amazed at how many people have said to me ‘oh yeah, I was stood on that corner...!’

“I once did one of Ari Vatanen nearly clobbering a cattle grid, the original incident of which is probably the most watched Rallying video on YouTube. There are no photographs of it, only in-car video, so I got images of the car, and I got a friend that lives near that cattle grid to send me some photographs. I just needed the right angle, and it came out really well.

“The good thing with a Rally picture is I can put on any moorland or forest background, but with racing pictures it’s

a little bit more difficult. It needs to be a more precise. If you have not got a banner in the right place, it can be an issue. But I do quite a lot of research to make sure I get it as close as possible to reality.”

MT: “I don’t like to directly copy a single photo – although sometimes I do if I can’t find enough reference – but generally I will paint from a number of images. If I do a commission, I will get a reference of the car – the crash helmet, how the driver sits in it – then and ask them where they want it painted at, what race, what year.

“There’s so much information on the Internet, you can research and get your background accurate with the time. The only thing with photographs these days is that they are taken through such long lenses, the cars and the background are foreshortened so when you paint it, you need to lengthen it to get the perspective right.

“It helps to see the circuit with your own eyes because it gives you more of an idea of what it’s like. I have been to pretty much all the main national circuits – I think the only place I haven’t been to is Croft – so if somebody wants their car going around Paddock Bend, for example, if I know what that corner is like, I can pick the best view.

“Often, I also say ‘rather than just your car, this race was obviously one you liked so who were you racing against? I’ll put them [in the painting] behind you.’ That works well because it tells more of a story and also, when it’s done, I’ll go and see the bloke behind and say ‘look at this, I’ve just done this painting, but you are in second place. Wouldn’t you like one with you in front?!’

“One artist told me they once did a painting of Sir Stirling Moss when he beat the Ferraris at Monaco in 1961, but they made the mistake of doing the early laps, which were led by Richie Ginther. Moss was in second place, and he wouldn’t have the painting! You learn all these things when you talk to other artists.”

DJ: “Detail is such an important thing, so I tend to work from a picture. I buy the rights for a certain number of images to be reproduced as a painting and go from there.”

IC: “A number of my friends are photographers, so I can get hold of beautiful photos which I then do my own spin on. Having done this for 16 years, I’ve got a number of contacts within the industry to get what I need. They generally take 10 to 15 hours to complete and if I’m doing the paintings live, I try to do a painting in a day.”

>>>>>

DK: “I think a little bit of action is good. I often get photos of a car in a car park, but for me motorsport is about movement. I tend to have a car lifting a wheel – so it looks like it’s doing something, it’s at speed. I did a commission of a Subaru Impreza, for example, from a set of photographs of the car in a driveway but the guy Hillclimbs it, so I got some background shots of a Hillclimb track, put that on and created movement.”

MT: “You’ve got to have some sort of motion to it. There’s quite a lot of paintings where the car looks quite static when it’s supposed to be racing. My picture of Sir Jack Braham passing the chequered flag is a good one for demonstrating motion – the crowd is blurred in the background; the advertising banner is blurred; there are lines on the road; and the back edge of the tyre is not too crisp.”

DJ: “It needs to show the excitement of that moment in time and that’s why I like the relief work with the splatters of paint, because it shows a bit of movement. Energy can also come from the vibrancy of the colours. Towards the end of a painting, I just sit and stare because I’m a big fan of the sport and it often reminds me of certain moments from years ago.”

IC: “I believe that people buy a print, a copy or sometimes even the original when they’ve seen it being done or when it conveys a memory, so, for me, it’s about the performance as well as the final outcome. There’s a lot about it being done at a particular place at a particular time.”

Q: How do you get your work?

DK: “I do a lot of pieces for my website – I’ve got about 70 Rally cars on it now – and I post them on Facebook. Almost all my online business comes from my social pages and anyone who likes one of my posts, I invite them to follow me. As a result of that I now have 5,400 followers and I’ve built up worldwide business.

“I often struggle to think what to do next, but I do get a lot of requests at shows asking for a certain car or person. I always make a note because if that person wants it, maybe one or two other people do as well. I like doing commissions too, and I will do anything. I did a Drift car recently; I’ve done all sorts of Rally cars and racing cars and even road cars.”

MT: “Most of my work is commissioned. My paintings take a couple of weeks to do, so I can’t spend too much time doing speculative stuff, otherwise I’ve got no income! When I tell people the price, sometimes people are surprised but when you think about it, it’s all about the time it takes.

“I go to a lot of Historic race meetings because the people there are really proud of their cars and you can get in the paddock, talk to the drivers, photograph things. It’s all

accessible. People get to know me and even if they’re not going to buy a painting at that particular point, they know what I do, and they talk to me.

“My son Sam was also the sales manager at Ginetta until recently, and through that I got to know Lawrence Tomlinson – no relation! – so I have had quite a few commissions through that avenue too. I also go to GT racing, Britcar, because they like their racing and they like their cars. I have space in their hospitality awning and just talk to people.

“I do quite a lot of modern historic cars and also GTs, but the older cars are easier to paint because the new ones are covered in sponsors logos – which, quite frankly, are a pain to paint! If they’re not quite right, it spoils the painting and it can take hours. They also have lots of bits and pieces hanging off them, whereas older cars were a simpler, cleaner shape.”

DJ: “I tend to go to the track a lot and just speak to people. I do live painting at Touring Car events, so I always have a collection of Touring Car pieces. I also love GT cars and anything where you’re seeing the movement on track on the canvas. It’s great to be there rather than just to see it on a photo, because you pick up so much more to be able to transfer over.”

IC: “The original paintings are usually corporate-led, but there are also people who love their cars and if they’ve got an expensive car, they’ve generally got the house that can hold a big painting and the money to afford it. Most of the private paintings I do go into a place where they are going to be enjoyed: big kitchens, dining rooms or man caves!

“A while ago, I worked with Dunlop when they were the tyre supplier of the British Touring Car Championship (BTCC) and painted a series of artworks at events and a big artwork to celebrate the 60th anniversary of the series, which was signed by everyone involved. It captured a moment in time and it’s such a one-off piece, it’s never going to be repeated.

“Last year, I did some of the programme covers for Thruxton and it was a real honour to have people come to me at the race meeting and ask me to sign them! I did two British Touring Cars events and one British Superbikes program cover, and also painted on site during the events.

“Some other pieces I’ve just done because I wanted to do them – like the Senna-Mansell lift and a Niki Lauda tribute – and some of the older ones provoke memories. I also do newer ones like Lando Norris or Mercedes, because people want prints of those. It’s nice to do a bit of both.

“With the continuous car drawings, they are much more gifted because they are more at that sort of price point. They are generally all done to commission, and I’ve got a backlog of drawing orders that I need to get done.”

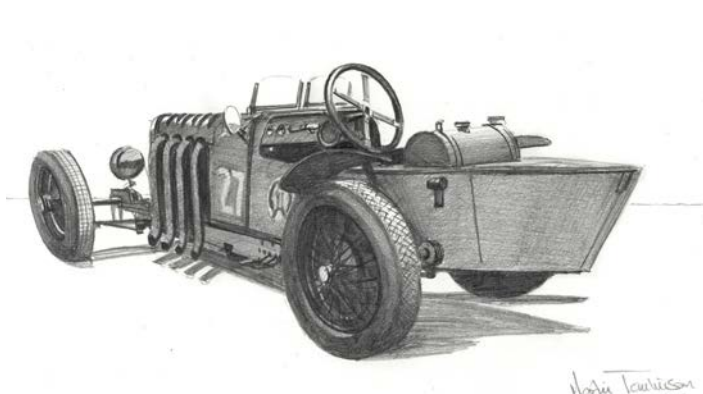




Martin Tomlinson has good links with GT racing and often has a space in the hospitality section at races



Martin Tomlinson prefers to paint the classic lines of historic racing



Pencil sketch by Martin Tomlinson

Q: Which are your two favourite images?

DK: "I still really like the first one I ever did, the Mikkola one, but I look at it now and can see I've got so much better since then. I would also say the Henri Toivonen one that I call 'Flying High' is a favourite. It shows him in the snow in Sweden and it has a lot of action in it. That is one of the best sellers."

MT: "It's usually the subject matter or the driver that makes the most satisfying pictures, but actually I've never really thought about it! At the end of every painting, I'm glad to move on to the next but I always take note of what I have and haven't done. I really like one I did of Giuseppe Farina in the Alfa Romeo 158. I just think that was the best looking racing car ever built."

"It's quite rare for me to have a painting that gets to a certain level at which I am totally pleased with it! There is always something about it I thought I could have done better, but if you don't draw a line at some point, you're forever going back to it, changing it, and it gets to the point of being overworked."

DJ: "I am very proud of the latest Lando Norris one, with him next to the car. I like the detail, I love the colours, especially of his helmet. There's just so much going on there. One of my favourite classic ones is the Jackie Stewart 1971. In both of those, I knew from the start that the drivers wanted the originals, so it puts more pressure on, but then you go that extra mile to make sure everything's done perfectly."

IC: "The best ones are always the ones you remember where you were. The massive Senna movie artwork I did at the Autosport International show in 2012 was special. I remember being emotional painting that. I had grown up with him as the hero and there was a huge crowd of people staring at me, watching me creating the eyes of Senna. It still shudders up my spine a bit."

"Another emotional one was a piece I did for Aston Martin at Le Mans back in 2013, when sadly they lost one of their drivers, Allan Simonsen. Literally, the night before we were chatting and then 10 minutes into the race, sadly he lost his life. The painting I did was signed by all the team in memory of him."

Q: Which stars have you worked with?

MT: "I worked with Carroll Shelby on a series of paintings of his cars to raise money for his Foundation and I did a similar thing with John Surtees. A couple of years ago, I painted Lando Norris getting his first podium in Austria and posted it on Instagram. He saw it and retweeted it; it got lots of views and one of the sponsors bought it!"



"About a year ago, I did an exhibition at the Royal Automobile Club in London, and I took along an old autograph book I was given in 1958, when I was eight years old, which is filled with about 70 autographs. I met the commentator, Andrew Marriott, and suggested I make a book out of it, with my paintings alongside. He has helped me write it and we've just published it."

"It started off when I went to Brands Hatch with my dad, who was marshalling, and in those days, it was a different world. He took me to the paddock and said 'I've got to go off and marshal so here's your autograph book, I'll see you at lunchtime! The first autograph I got was Jack Brabham, then Mike Hawthorn, Graham Hill, Stirling Moss, all in one day!'"

DJ: "Sir Stirling was the first and the journey of meeting him was very special, so he stands out as one of my favourites to work with. The new drivers, especially Lando Norris and George Russell, are really good to work with too. I first contacted Lando when he was in F2 and since then he's wanted one each year. He has had around nine paintings off me now, it is a nice working relationship and each year he commissions me to produce prints for the team staff."



David Johnson is proud to have been commissioned by Sir Jackie Stewart

"It's the same for George. He's had one each year and he gives them to the team members too. At the end of last year, I dropped off 2,800 prints to Mercedes. That was a bit of a mission, especially as his win was so late in the season, I had a week to paint it to give time for printing and tubing up!

"George is very particular about what he wants. I will send certain layouts and he's not afraid to say, 'no, I don't like it' whereas Lando is very much to the point of 'do what you want, you are the artist.' I've just painted his helmet as well, which hopefully he is going to wear at a race this year."

Top left: Working with Lando Norris and the McLaren team

IC: "I have met a lot of drivers through the brand work I do. When Chevrolet was in the BTCC I did a lot with Jason Plato and Alex McDowell; I was at Le Mans with Aston Martin in 2013, where their drivers included Bruno Senna; I painted with Jenson Button in Abu Dhabi; and in 2015 I did a piece with Lewis at the TATE Modern, which was quite cool.

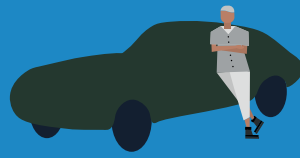
"When I am at events, I create my drawings in a special studio car I created, and every time I get the head liner signed by people who've been involved with those drawings. Probably the most famous signature in there is Romain Grosjean. He jumped in and drew an F1 car then signed my car!

"I have worked in the industry for 16 years now and have got to know drivers and the teams in all sorts of categories. What is beautiful is it is a family. Once you are in it, you don't leave. Everyone has a connection. That is why I do stuff like track days, to be part of the younger generation so they can own bits of my artwork too." 🌀

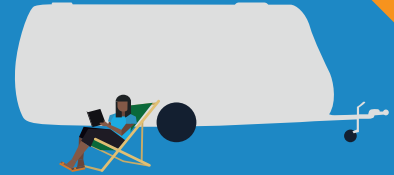
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IN NUMBERS

Marshalling is a vital part of motorsport in the UK, and without the thousands of volunteers putting in time to work at venues all around the country, there would be no events at all. Here are some of the numbers behind the activity and those who participate in it

The number of steps it takes to become a Registered Marshal. Simply join a taster day at your local club, and if you like it, complete the online Registered Marshal Accreditation Course on the Motorsport UK Learning Hub

2

11

The age at which a person may act as a Cadet Marshal at a Motorsport UK permitted event, supervised by a parent or guardian, in one of many off-track roles they can get involved in

The year that the British Motorsport Marshals Club (BMMC), the largest marshalling organisation in the world, was founded. Jack Banister came up with the idea in an air-raid shelter

1947

10,160

The total number of Marshal Registrations in 2022

The number of new Accredited Marshals in 2022

1,474

132

The number of Cadet Marshals registered in 2022

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1,474

132

The number of Cadet Marshals registered in 2022

1980

The year the British Rally Marshals Club (BRMC) was formed. It now works alongside the BMMC to support events around the UK.

The number of Training Modules in the Marshals Pathway

57

16

656

The number of Marshals involved in the Formula 1 British Grand Prix in 2022

The age at which a person can complete the online Registered (Accredited) Marshal Course and become a Registered (Accredited) Marshal

The number of British Marshals who regularly attend a wide range of overseas events, at the invitation of the organisers, to share their expertise

5000+

290

The number of Marshal Upgrades processed in 2022, with people following specific pathways. This included 3 in Karts, 28 in Speed, 39 in Rally, 49 in Specialist / Off Track, and 171 in Race / On Track upgrades

For more information see www.motorsportuk.org/volunteers/marshals or to find your local Marshalling Club click [HERE](#)

A PLAN FOR THE WORST

Many Motorsport UK sanctioned motorsport events are required to have licensed rescue and recovery crews and vehicles on-site. They provide rescue and medical facilities, mainly for competitors, if somebody is hurt or trapped in a vehicle following an incident





The rescue and medical services are a vital element of making motorsport a safer experience for everyone. Many hours of training go in to preparing for the worst, while taking preventative measures to ensure the worst never happens.

Just as with the competitive element of motorsport, the training and development of rescue personnel has developed and progressed over time. As technology helps drivers go faster, in cars with safety equipment designed to keep them safer, paramedics and rescue crews have embraced new tech and methods of responding to emergencies on stage or track too.

“URGENT, car has just collided with Car 32, casualties suspected, I have asked marshals to investigate for further information. Over.”

The radio call that no one wanted to hear on a cold, icy day in December. The Din Moss Rally in Scotland was in full swing with the penultimate stage going really well, but things came to an abrupt stop with competitors and multiple spectators injured in a horrifying crash between two rally cars.

>>>>>



Don't worry, this wasn't real! It was a major incident exercise for Motorsport Emergency and Medical Services run by the Scottish Association of Motor Sports Clubs and Scottish Motorsport Marshals Club as part of their annual Training Weekend.

Over 100 Doctors, Paramedics, Rescue Teams, and Recovery Operators from all over the UK gathered for two full days of intensive specialist training at Knockhill Circuit, with a mix of workshops, practical skill stations and simulations, and specialist CPD workstreams for registered health care professionals.

On Saturday, participants had workshops on technical aspects of rescue, including cutting doors, creating space, and extrication. Then they moved into sessions about managing incidents, working as a team, triaging (prioritising) casualties, and finally, a tabletop exercise.

Sunday morning introduced a number of technical and medical skill stations, and then after lunch, the ultimate

conclusion: a rally car off in a ditch, being assisted back onto the stage by spectators, and a following car careened in, trapping spectators between the two vehicles.

The casualties had special effects makeup done by students from a local college on a film and tv course. We were amused to read one feedback form: "The makeup was fantastic, it made everything feel more realistic. I did have a small expletive when I saw the first casualty. This wouldn't happen at a real incident as I'd be expecting some injury, but just wasn't expecting it on a training session."

Fraser Wenseth from Cougar Recovery says it was "the mother of all exercises. Multiple vehicles, a fire, multiple casualties, and we were first on scene! Really challenging for all involved."

One participant wrote, "Jeez!! That was off the charts. The major incident exercise was epic. It really pushed me to my limits. Great learning points and a lot of personal development for me."



Realistic training helps crews prepare for any scenario



How to become a Recovery Official

Recovery Units recover stricken vehicles and provide assistance with the stabilisation of vehicles in order for Rescue Crews to carry out driver extrication.

You must be a minimum of 17 years old to begin training as a Recovery Official, and you must reach your 18th birthday by the time you undertake your assessment for upgrade. Contact Motorsport UK for details of a Recovery Unit close to where you live – or contact a Unit directly at the next event you visit – they will be happy to show you around their Unit and explain what would be needed to join their team. Applications are welcomed from all genders and from any background.

Spend a day out with the team to understand their role and whether it is something you would like to be involved with. If so, with the help of the Crew Chief, you can apply for your Recovery Trainee Licence from Motorsport UK and start your training.

To obtain a Trainee licence you will first need to gain the support of a current Motorsport UK-registered Unit, and then complete Motorsport UK's New Officials Registration form, which must be returned to the Motorsport UK Membership Services Team with a supporting letter from the Unit operator. Your training will be provided free of charge and is designed to help you achieve the competencies needed to be formally assessed before receiving a full licence. The training process can take up to two years, and you can work at your own pace.

As a fully licensed Recovery Official, you will be required to attend a minimum of two Training Events per year to develop your skills and undertake a re-assessment every three years in order to maintain your licence.



Wound makeup created by students from a local college added extra realism to the exercise



RESCUE TRAINING

An experienced rescue crew chief added, "it was certainly some of the best training I have been on in years."

80 per cent of participants rated their experience of the whole event as **Excellent** (with the remaining 20 per cent rating it as **Good**).

If you would like to participate in the 2023 running of this training exercise, see <https://training.scottishmotorsportsclubs.co.uk> for more information.

Organisers Rupert Hine and Jon Bolton would like to thank Scottish Motorsport Marshals Club, the Scottish Hill Rally Club and the British Motor Sports Training Trust for their assistance and support for this event.

If you are interested in getting involved with Rescue or Recovery, talk to your local unit – they will be delighted to hear from you – see the sidebar on page 67 and page 69 for further details.

Practical and online training for Rescue and Recovery Crews, as well as the Medical Teams, take place at a number of different venues and on many different dates across the year. Motorsport UK, with the endorsement of the Medical Committee, has also introduced a framework for different levels of medical and first aid training. This covers everything

from the very initial knowledge about being the First on Scene, an Emergency First Aid at Work programme (with Motorsport examples) through to currently a First Response in Emergency Care (FREC3) programme. Motorsport UK also held its inaugural Medical Conference at the Autosport show in January this year, where over 100 registered Doctors, Paramedics and Emergency Care Nurses signed-up to attend.

Donate to the British Motor Sports Training Trust

The British Motor Sports Training Trust has been instrumental in supporting safety and training related initiatives in four wheeled motor sport through a series of grant aid programmes. The Trust continues its charitable work through a mix of careful stewardship of its existing resources and donations received. Donations from individuals and organisations are always welcome, and every donation received - large or small - directly benefits the Trust and enables further safety, training and support grants.



To make a donation to the British Motor Sports Training Trust, please visit www.bmstt.org/donations.html



Rescue and recovery crews working on the Jim Clark Rally

In addition to the above programmes, Motorsport UK offers a broad selection of online Continuing Professional Development (CPD) Seminars exclusively for registered Medical, Rescue and Recovery Licence Holders. These include:

■ **Incident Review – Thruxton**

Thursday 6th April 2023, 7pm

This session looks at a significant incident in 2022 and the lessons learned.

■ **Responding to EV incidents**

Thursday 1st June 2023, 7pm

This session looks at how rescue, medical and recovery teams should prepare for, and respond to, incidents involving electric or hybrid vehicles.

■ **Roles and Responsibilities**

Thursday 3 August 2023, 7pm

In this session, we'll be discussing the different roles and responsibilities of medical, rescue and recovery personnel, and how we work individually, as a specific team, and as part of the wider team involved in an incident.

■ **Managing and controlling a scene**

Thursday 5 October 2023, 7pm

Building on the August webinar, we'll look at what activities take place at an incident scene and how these can be developed to maximise the effectiveness of the command and control of the incident.

■ **Building personal resilience**

Thursday 7 December 2023, 7pm

Responding to an incident can have a lasting effect on the way we process the world around us. Being a resilient responder starts with a commitment to taking care of yourself.

If you are a registered Motorsport Paramedic, Doctor or Emergency Care nurse and are interested in attending any of the sessions mentioned above or indeed, in becoming registered with Motorsport UK, please email us on training@motorsportuk.org for further information.

The Learning & Development team, through the Motorsport UK Trainers, also provide training for Motorsport UK registered marshals generally on a regional basis. If you are interested in becoming a marshal and attending one of the training events, please email marshals@motorsportuk.org

How to become a Rescue Official

Rescue Officials provide immediate medical and extrication facilities at the scene of an incident. They move around venues aboard Rescue Units, which are kitted out with the latest medical and extrication equipment. Without Motorsport Rescue Units, most events could not take place. They form part of the safety provision at an event, together with Doctors and Paramedics.

You must be a minimum of 18 years old to become a Rescue Official.

Spend a day out with the team to understand their role and whether it is something you would like to be involved with. If so, with the help of the Crew Chief, you can apply for your Rescue Trainee Licence from Motorsport UK and start your training.

To obtain a Trainee licence you will first need to gain the support of a current Motorsport UK- registered Unit and then complete the New Officials' Licence Application Form which can be found in the Resource Centre on the Motorsport UK website. This must be returned to the Membership Services Team with a supporting letter from the Unit operator.

Your training will be provided free of charge and is designed to help you achieve the competencies needed to be formally assessed before receiving a full licence. The training process can take up to three years and you can work at your own pace.

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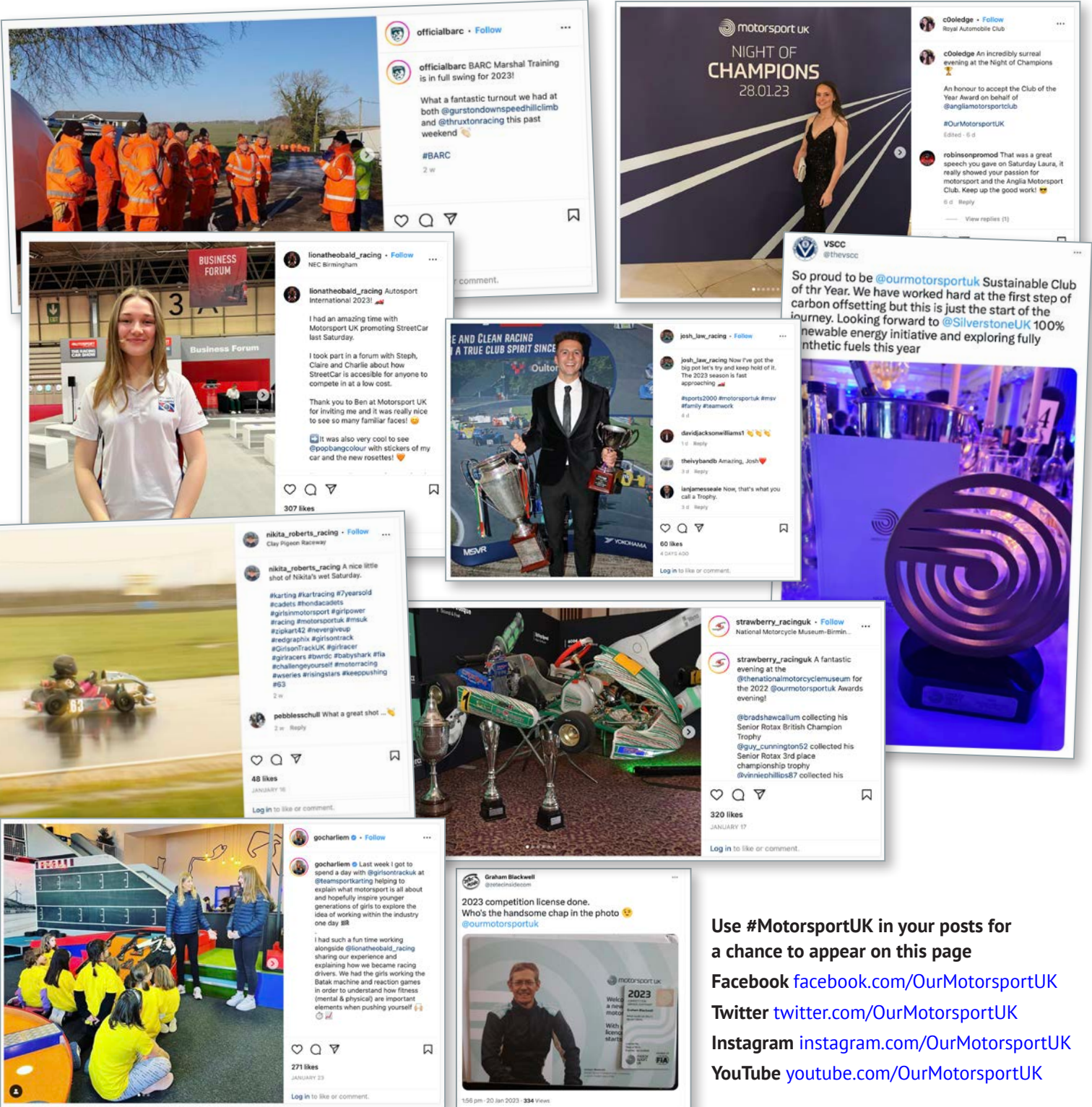


MOTORSPORT UK CONNECTED

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 latest posts



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

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

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

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet two Rally Co-Drivers – including a US Champion, at GB4 hopeful and an aspiring saloon car driver.

Matthew Stryker



Keaton Williams

Born:

Ludlow, 19th January 1995

Academy programme:

Team UK

Competes:

American Rally Championship

Recent results:

American Champion Co-Driver, 2022

What is your earliest memory of motorsport?

When I was a toddler, my dad took me to my local rally, the Woodpecker Stages. I hated the noise of the cars so much that I wore ear defenders, but I was still instantly hooked!

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

Being crowned American Rally Champion in 2022. It was such a big battle all year between us and the late Ken Block, so we had to work hard for it. It always feels better that way than for it to be handed on a plate.

What has been the lowest low in your career so far?

Leaving my position as co-driver for Takamoto Katsuta in 2021. It was the opportunity I've been working towards my whole career, but unfortunately had to put my career on hold due to personal reasons.

What has been your biggest break?

Getting the phone call to be asked to compete in Ypres Rally with Takamoto Katsuta and Toyota Gazoo Racing. I learnt so much from that experience, and its one I won't forget!

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

The goal is to be back in WRC, hopefully in a position where I am fighting for the championship. I am still young in my career, so along as I get there before I'm 50 I'll be happy!

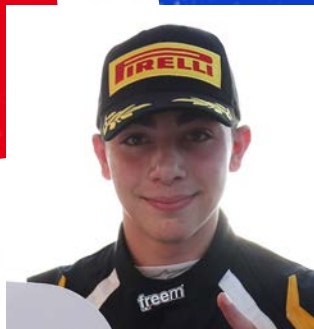
If you could get career advice from one person in motorsport, who would it be?

I've been lucky enough to work with the best in the business, but during my time at Toyota Julian Ingrassia was in the team. He was super helpful and an all-round great guy. You can learn a lot from an eight-time World Champion!

What are you currently competing in, and what has been the biggest challenge for you this year?

This year I'm continuing with Brandon Semenuk and Subaru Motorsports USA in the American Rally Championship. The new season is about to start, so we are looking forward to defending our 2022 crown!





Jack Sherwood

Born:
Nottingham, 2nd May 2006

Academy programme: Team
UK Futures

Competes:
ROKiT British F4 Championship

Recent results:
GB4 Championship, 2022 - 5th position, 2 wins, 1 pole

What is your earliest memory of motorsport?

I grew up around motorsport as my father, Justin, raced for many years, so I have lots of great memories. My first vivid one was F1 at Silverstone when I was five. I think that was when I realised racing is what I wanted to do. The atmosphere was so exciting and the support for the British drivers was incredible.

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

My first race win in single seaters at Snetterton, when I was competing in GB4. We had great pace that weekend and won by about three seconds. After plenty of tough moments and hard work leading up to that, it was a great reward.

What has been the lowest low in your career so far?

Silverstone last year when I was taken out while leading. It was an important weekend for the championship, and we were struggling but turned it around. I qualified second and had just taken the lead when I was hit. Despite that, there were plenty of positives to it, having recovered from a tricky start.

What has been your biggest break?

Signing for Elite in GB4, my first foray into single seaters, for 2022. I'd had an enjoyable but frustrating season in Ginetta Juniors the year before, so that next move was critical for my development as a driver.

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

My goal is to make a career out of competing at the highest levels of motorsport, whether that be single-seaters or sports cars. I would love to do big races like the Le Mans 24-Hours and drive on the greatest tracks around the world.

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

Lewis Hamilton. He has so much experience competing at the top level and is one of the best racing drivers in the world. His ability to continue to perform at the highest level is astonishing and I think the knowledge he would have to share would be invaluable. Hopefully I will get to meet him one day.

What are you currently competing in, and what has been the biggest challenge for you this year?

I will probably be competing in the Formula 4, although haven't signed with a team yet. I also hope to do certain GB3 races towards the end of the year in preparation for 2024. The biggest challenge over the winter has been trying to raise the sponsorship money to compete.





Emily Easton-Page

Born:
Aberdeenshire,
13th June 2000

Academy programme:
Co-Driver Programme

Competes:
Selected UK and European rallies

Recent results:
7th overall, Cheviot Stages
3rd in class and 26th overall, Jim Clark Reivers Rally
2021: Junior Scottish Rally Champion
5th overall, Trackrod Historic Rally
1st in class and 23rd overall, Cambrian Rally

What is your earliest memory of motorsport?

I remember watching my dad rally and being given the job of 'chief window washer' in service when I was seven. I watched local rallies and a year later went to my first Mull Rally, where I stood in the freezing cold, pitch black, well past my bedtime, watching my old man zoom past in his Mini Cooper S. It was there when, aged 16, I took part in my first 'proper' rally.

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

Being the first co-driver to be the runner up in the John Eason Award, which recognises the nation's most promising young Rally competitors. Becoming the Scottish Junior Rally Champion with my driver of the time, Johnnie Mackay, was also special as it was my first full season, and I learnt a lot from it.

What has been the lowest low in your career so far?

I don't have a particular low, but every competitor has 'trying' Rallies where nothing goes their way – batteries dying on the start line seems to be a recurring theme for me!

What has been your biggest break?

To compete at British Rally Championship level in 2022, because I had enjoyed a successful 2021 in the SRC and wanted to step up to the 'big table' of national Rallying. It allowed me to experience some of the most technically demanding stages in the UK and to expand my network, meet new friends and integrate within professional teams.

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

My personal goal is to compete in the FIA European Rally Championship and my plan is the same as it was when I first started rallying properly – to work hard and take each season as it comes. I am yet to compete on a Rally where I have not learned something new or built upon previous experience and I am excited to join the Academy and become a more well-rounded co-driver.

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

As a young, ambitious female co-driver, it's got to be Isabelle Galmiche. I have a huge amount of respect for her, not only because she is doing an incredible job as an ambassador for women in sport but because nobody gets the opportunity to sit beside the greatest driver of all time unless they are at the top of their game.

What are you currently competing in, and what has been the biggest challenge for you this year?

This year I have upgraded my licence to International standard, so watch this space! I have a feeling the highlight of this year will be either my first foreign event in Ypres or my longest Rally yet on the Roger Albert Clark.



Scott Sumpton

Born:
Romford,
29th November 2004

Academy programme:
Enhanced DiSE

Competes:
TCR UK Championship

Recent results:
TCR UK Championship, 2022 – 21st position



What is your earliest memory of motorsport?

The first time I set foot in my own go kart, when I was nine. My dad took me to Rye House Kart Raceway on most Saturdays, but this time I got to drive my Honda Cadet for the first time, and I have never looked back since.

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

My first ever podium in the Benelux series while in go karts. It was my best result in Europe and the memories have stuck with me throughout my career.

What has been the lowest low in your career so far?

When I first moved up into the Junior Saloon Car Championship in 2020. It was great to be taking the step up into cars, but it was very difficult due to COVID-19, which meant we could not go testing. However, that year taught me so much about myself and about the motorsport industry.

What has been your biggest break?

Definitely joining Restart Racing and the Honda family for this year's TCR UK campaign. I feel very privileged as they have made me feel very welcome. They are all great, hard-working people with the desire to win and I cannot wait to put everything into this.

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

My main aim at the moment is to be champion within TCR UK and TCR Europe. It is a very hard challenge, as there are so many good drivers out there, but with the great team I have got pushing me to be my best, I believe I can do this.

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

Andy Priaulx, because of the wealth of his Touring Car knowledge and what he did through his career, racing across the whole world doing what he loved. I believe he would give me the best career advice possible and teach me a lot.

What are you currently competing in, and what has been the biggest challenge for you this year?

I will be racing in TCR UK with the current champions, Restart Racing. I do not want to have any regrets going into this season, so my biggest challenge is to push myself mentally and physically day in, day out, to try to become the best I can possibly be and give myself the best chance of doing well this season.



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The Riponian Stages Rally

12th February, North York Moors National Park

The Fuchs Lubricants British Historic Rally Championship returns in 2023, with a top-drawer seven-round calendar.

After making the switch to an all-gravel series in 2022, the championship will introduce an asphalt round to the series, adding to six high-quality forest events which encompass some of the best gravel stages in the country. The Riponian Stages Rally kicks off the tour in February with classic Yorkshire forests tests in store.

www.riponmotorsportclub.co.uk/riponian-stages



StreetCar Taster AutoSOLO

18th February, Ardeer, Ayrshire, Scotland

Scottish Sporting Car Club are running a taster and shakedown AutoSOLO at Ardeer, Ayrshire on the 18th of February. The event will welcome new competitors and give them a chance to try out AutoSOLO in a relaxed environment, and let seasoned competitors blow off the winter cobwebs before the new season gets underway. To enter see www.rallyscore.net or visit the Club website for further details.

<https://scottishsportingcc.wordpress.com>

Reed Group East Riding Stages Rally

26th February, Beverley, East Yorkshire

140 state-of-the-art rally cars will start the Reed Group East Riding Stages Rally from Beverley's historic market. The crews will tackle eight rally stages on closed roads in East Yorkshire, before returning to the FanZone in Beverley for the finish. The event is the opening round of the Protyre BTRDA Asphalt Rally Championship, and three regional Championships. First car due at 9am.

www.bdmc.org.uk/east-riding-stages



Peter Scherer



Mid-Derbyshire's Mad March Scatter

2nd March

The Mid-Derbyshire's Mad March Scatter is open to StreetCar drivers and is based on Ordnance Survey Map 120. It will be an ideal starter event for any StreetCar competitor, as the emphasis is on teamwork and navigation rather than performance. Further details can be found on the club website.

www.mid-derbyshire-mc.co.uk



The Harris Sons – 12 Car Rally

10th March, Ipplepen, South Devon

This second round of the South Hams Motor Club's 2023 Championship and offers a compact 45 mile route exploiting some of the most demanding South Devon lanes. Starting from The Wellington Inn, Ipplepen, the route information is presented in a characteristic format, plus there is always a warm and friendly atmosphere and a wealth of knowledge on hand for the less experienced.

www.shmc.co.uk/index.php/events/12-car-events



Snowman Rally

4th March, Easter Ross, Scotland

The 2023 KNC Groundworks Scottish Rally Championship kicks off with the Snowman Rally based at the Black Isle Showground, near Muir of Ord. The opening round will see established and upcoming Scottish contenders joined by crews from England and Ireland battling for overall honours in an impressive variety of R5 and Rally2 cars, while a mix of Ford Escorts and modern front-wheel-drive cars will lock horns in the two-wheel-drive category.

Malcolm Wilson Rally

11th March, Cumbria

From a 7am start from M-Sport in Dovenby, the opening round of the MRF Tyres BTRDA Rally Series and Motorsport UK English Rally Championship, in association with Seacon UK, takes competitors into some of the classic Lakeland forests – Hobcarton, Comb, Wythop, Greystoke and Grizedale – for 45 miles of special stages prior to a mid-afternoon finish near Penrith.



Kevin Money

Automotive Destination



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WOOLBRIDGE
MOTOR CLUB

Geoff Pickett



The MPB Parting Shot

Woolbridge Motor Club ran the Maurice Crabb Trial on 22nd January. 36 competitors were supported by 13 marshals and officials on a fine, but not warm day. The frozen ground deteriorated fairly quickly, turning 'very slippery' in the afternoon, so the event was curtailed at three rounds to protect the venue. Pictured is Gary Morris who finished first in Class 1 this year, after winning the Trial in 2022.



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