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March 2023

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CEO's MESSAGE



For me, the last month has been filled with a wide range of highly productive events and meetings across the landscape of motorsport. As January ended, we met at the Houses of Parliament with a key group of representatives from the world of politics and the World Rally Championship (WRC). As I have

said before, it is our clear objective to bring the WRC back to the UK, despite the financial hurdles. The MPs turned out in force and demonstrated their full commitment to the cause. As a sign of the importance of the UK market the 'WRC Promoter GmbH', (the global commercial rights holder), flew over and were joined by Malcolm Wilson and Richard Millener from M-Sport to lend their perspective on the importance of a rally to the UK. Bobby Willis explained how hard he has worked to pull together all the stakeholders in Northern Ireland and has gathered great momentum behind the project.

I am more encouraged than ever of the enormous support from all the key stakeholders in securing the return of the WRC to the UK. However, it is evident that without the financial support of central and devolved government, a project of this size, scale and ambition is unviable. Notwithstanding that we have cross party support in Westminster confident that they can make tangible progress in securing the funding to facilitate the event. The challenge is the immediacy of the requisite funds, even more complicated in Northern Ireland due to a lack of sitting government. All involved are heavily invested in bringing the project to a positive conclusion, so I hope that in the weeks to come we will have more tangible news to report.

A few days later I travelled to Edinburgh to meet with the leadership team from our Scottish Regional Association, as well as clubs and members from across the country. I was joined by Motorsport UK colleagues John Ryan (Director of Sport & Safety Director), Sue Sanders (Director of Learning & Development) and Claire Kirkpatrick (Head of Club & Community Development) who leads the team looking after our clubs and regions. In the afternoon we met with the interim chair Bruce Lyle, and other members of the Scottish Regional Association, and had many productive discussions about the challenges facing motorsport, and specifically how we can work more closely together to address them. In the evening we met with a large group of Scottish members and had an energetic and vibrant discourse across a full spectrum of subjects, addressing our ideas for how we will tackle the existential threats that pose a risk to the very existence of motorsport. I believe there is a healthy and positive future for

the sport, but motorsport must adapt and change to ensure it remains socially relevant and is seen to provide positive contributions to society.

I think it is fair to say that there is a natural inclination for club level members of a national sport federation to sometimes feel a little distant from those who are charged with running the sport. It is therefore tremendously important to meet face to face and have these types of discussions; both for us to hear the first-hand challenges that clubs are facing, but also so we can explain the rationale behind the actions that we take.

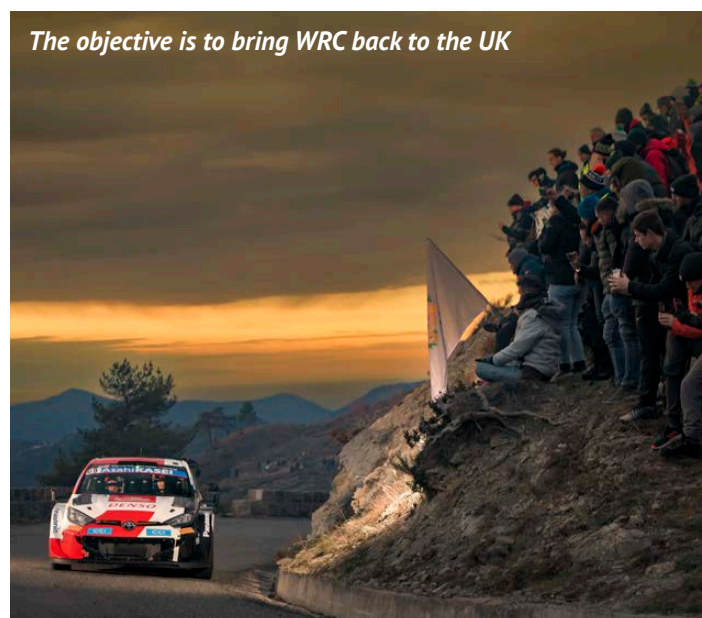
I certainly came away from these meetings with a tremendous sense of positivity and I hope our members felt likewise.

The next day my team and I met with senior figures in Sport Scotland, including the new Chief Executive, Forbes Dunlop, and it was helpful to realise we had many former colleagues in common through our previous careers in the Olympic and Paralympic world during the London 2012 Games. I think we have the foundation for a much better working cooperation with the Scottish government.

Unsurprisingly, the make-up of motorsport in Scotland is somewhat different than the rest of the UK, with just one race circuit and roughly half of all activity being in the form of rallying. If you add Cross Country as a discipline, you have encompassed the vast majority of events and competitors. Scotland presents an amazing backdrop for this type of motorsport, and we must do all that we can to ensure its long term health.

With that in mind I am very pleased to welcome Jonathan Jackson, as our new Head of Rallies & Cross-Country, to the leadership team in Bicester. I am sure Jonathan will be very successful in this role, given his unique combination of professional skills mixed with a lifelong passion and career

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Joyita Gazoo Racing WRT



Competing in the Pomeroy Trophy at Silverstone

competing and officiating in rallying. You may have read already about a future strategy for rallying, and I am pleased to say that following the work being done with the Future Rally Taskforce, and the Rally Committee, we have made excellent progress in the last couple of months in distilling down the specific issues that need to be addressed, and building working groups to look at everything from the competitor pathway, the class structure, venues for rallying, as well as the afore mentioned halo events including the WRC and British Rally Championship (BRC).

There are many positive elements that can be drawn from the current state of rallying, and it is easy to get side-tracked by the challenges in some areas, such as forest stage rallying, rather than looking at the bigger picture. However, I am confident that with this coordinated strategic approach and the advent of Jonathan joining the team, we can look forward to a much more proactive impetus moving forwards.

Training Updates

Every weekend from mid-January to mid-March, a team from Motorsport UK has held workshops across the country for our senior officials. These workshops have been themed around three key messages – Safe, Fair and Fun. The discussions have ranged far and wide from venue permits, through track safety, eligibility matters, Race with Respect and Team Work. At the same time evaluating how up to date everybody is in the performance of their roles. Regarding the latter, we have begun to introduce interactive tools and self-assessment methods to allow our members to evaluate their own knowledge of the management of motorsport events. I think that this has proven to be extremely helpful in generating a dialogue for continuous improvement. Further webinars will be undertaken across the year to provide updates on regulatory matters and discipline specific topics. I would like to thank everybody involved in these seminars that have seen hundreds of people

attending, and I know from the feedback that we've received, that there is tremendous positivity about the development of these seminars, the format of the events and the impact they generate.

Accessible motorsport

One event in the motorsport calendar that always attracts much interest and affection is the VSCC Pomeroy Trophy, traditionally held at Silverstone towards the end of February. It really is a unique event and perfectly captures the eclectic spirit of the VSCC. An exciting aspect of motorsport is the variety of ways in which we can extract the maximum performance out of a motorcar, whether it be at slow speed with great technical prowess or high speeds with the skills for ultimate car control. The Pomeroy Trophy does a wonderful job of combining so many of these virtues of motorsport into a single action packed day, that utilises Silverstone GP circuit to its full effect.

Invented in the 1940's by members of the VSCC as a way of evaluating the perfect car in which to transit across Europe in comfort and speed with the appropriate amount of luggage. It is this last point that is perhaps the one that everyone notices, as at scrutineering in the morning you have to verify the ability for your vehicle to take on board the prescribed two pieces of luggage, and failure to do so imposes penalties on your score line that will count at the end of the day.

I previously competed in 'the Pom' in 2019 and had great fun in my full race FIA spec MGB (technically road legal and MOT'd) but decided this time that I would take a somewhat different approach and respect the original point of the competition, that being to select a suitable road car for that trans-continental jaunt. Such a trip is not something that I would wish on anybody in a full race MGB! On this occasion I took my everyday road car, albeit a seven-year-old Porsche, and set about preparing it for the event. In reality this required little additional equipment other than a fixed 2kg fire extinguisher and the requisite taping of headlamps and numbers affixed to the door on race day. It is therefore not significantly different from our new concept of StreetCar, albeit the presence of a highspeed test on the Grand Prix circuit in the afternoon does require the use of full PPE, and therefore moves it a little bit away from the grassroots StreetCar concept. But nonetheless, I think there is definitely something appealing in this whole area of being able to use your road vehicle for a variety of different types of motorsport, and the Pom is certainly something that takes this to the limit.

The morning is filled with a series of tests designed to measure different facets of performance including a highspeed slalom, a quarter mile acceleration and one-eighth of a mile flying distance – followed by further acceleration and braking

tests right in front of the Formula 1 pits by The Wing. These various test results are fed into an algorithm (invented by Laurence Pomeroy) and although it is published in the event regulations, nobody can really understand how it works in practice and therein lies the beauty of the event – everybody is taking part but with absolutely no idea of the criteria that are required to win! As I mentioned, in the afternoon a highspeed run on the full Silverstone Grand Prix circuit is a test with a different format, as within the allocated 40 minutes each car is given a target number of laps it must complete prior to the chequered flag being shown. The cars are divided into three batches and therefore circulate broadly at the same sort of pace, but the variety of equipment is quite extraordinary, ranging from a 1913 Vauxhall Viper Special to the modern day, and with everything in-between.

In my batch, there was a range of Porsches and Aston Martins but interspersed with a '65 full race GT40 and a '66 McLaren M1B. Pat Blakeney-Edwards brought out his fabulous BMW CSL that has the most exquisite screaming six-cylinder engine and put on a fantastic display of driving skill that was thrilling to observe at close hand. The one driver who undoubtedly hit the sweet spot in terms of the formula was Martin Short. In a Toyota Yaris GR, with the benefit of a small capacity 1.4 turbo charged engine, powering a lightweight vehicle with four-wheel drive, and matched with his driving skills, he won his class, only to be beaten into second overall by John Felstead in a Subaru Impreza that took the same 'small car turbo 4WD' concept to an even more elevated level of performance. The day was wrapped up with drivers waving their appreciation to the tireless marshals who withstood the brisk cold February wind that is a permanent feature of Silverstone – my special thanks go out to them.

I think it would be fantastic to expand the concept of the Pom into a year-round series, given it has so many passionate followers and delivers such a fantastic day of entertainment. I would like to see it focused on unmodified road cars, old and new, that can be driven to the circuit competing for honours and driven home again in the evening. I think there will be tremendous interest in such a concept.

The month closed out with a short visit to Bahrain to attend the FIA World Motor Sport Council (WMSC) alongside our Chair, David Richards, who sits as a member. He has provided enormous gravitas and advice to the leadership team's organisational revolution, steering the FIA towards a far more relevant and sustainable future. I think it is fair to say that the fruits of those efforts have barely started to emerge, but I am very confident that the direction of travel is the right one, and that under the leadership of the new CEO, Natalie Robyn, we will see a stronger and more purposeful FIA emerging.



Motorsport UK community training seminars took place in January and February

My particular role at WMSC is to chair a global taskforce on accessible motorsport, that I was asked to lead by the FIA President, Mohammed Ben Sulayem. This is focused on the manifesto pledge to double the participation of motorsport on a global basis. I am the first to say that is a lofty ambition, but when you look at the level of activity of motorsport in some of the 'mega markets' around the world, especially China and India, we have barely scratched the surface. Clearly there are some significant headwinds for motorsport to face, not least the challenges of climate warming, but I am confident that we have some innovative solutions to shift the way motorsport is delivered and therefore perceived, and with this evolution I think there is a bright future for the sport worldwide. As more emerges in this area I will keep you informed, but there are exciting responses to the prospect of rolling out our own Streetcar concept into other markets worldwide.

And finally, I would like to congratulate Rupert Hine on being elected the new Chair of the Scottish Motorsport Association, to be joined as Vice-Chair by Sandy Denham, who has held a long-term role of leadership for motorsport in Scotland. Rupert Hine is the Chair of our Cross-Country committee and I have no doubt will bring great energy and strategic thinking to leadership of the sport in Scotland.

Overall, a very busy month with some highly productive activities, but no less so than the month ahead. Wishing you all a safe and successful start to your motorsport season. 🌀

Best regards,
Hugh Chambers
CEO, Motorsport UK

In *Revolution* this month: **Finding Venues** is a big challenge – we share some recent successes to help inspire other Clubs. **Best of British Motorsport** celebrates the impact of the Jaguar D-type on sports car racing. **Inside HQ** returns with guidance on how lodge a Protest or an Appeal; **Club Focus** enjoys some Autocross action with North Devon MC; and some of BTCC's coolest cars are featured in **Six of the Best...** Plus, National Court, What's On, Results and lots, lots more...



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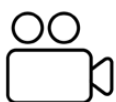
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LOCATION, LOCATION, LOCATION – SOURCING VENUES FOR MOTORSPORT

One of the biggest challenges for Clubs is finding new venues to put on events. **Will Gray** looks into how best to step up to the challenge



Timing is critical when using forestry roads – the best option is immediately after an area has been cleared

Much of grassroots motorsport is reliant on understanding landowners who rent out their fields, car parks or private roads or supportive local authorities who work with Clubs to benefit from the Closed Road act, which now permits the use of public highways and can open up great opportunities for fantastic public events.

Some Clubs, like North Devon MC, own and run their own venues (see *Club Corner* this month) while others have close partnerships with landowners that have been going for years. However, for those who are less fortunate, or who suddenly find their existing land taken away from them, securing new places to hold events can be a challenge.

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The key to it all for temporary venues is the Town and Country Planning Act, 1988, which is known colloquially as the '14/28 day rule.' This allows land to be used for a variety of activities, on a temporary basis, without the need to apply for permission for a change-of-use. It is the legislation that allows motorcycle scrambling on farmland, trials in woodland, and it is essential to most forms of grassroots motorsport.

The rule enables Clubs to source sites more easily for many of the single venue events that are core to grassroots motorsport, such as AutoSOLOS and Autotests, Autocross and Sprints. Typical locations include car parks, stubble fields, estate or farmland roads and old Ministry of Defence (MOD) sites, but increasingly Clubs are having to think outside the box and be adaptable to source from a wider pool.

Kevin Moore, from the Association of South Western Motor Clubs (ASWMC), explains: "We use a lot of disused council car parks for AutoSOLOS and farmland for Autocrosses and we also target venues that are not used all year – for example using caravan and camping sites in winter for single venue Stage Rallies or Sprints and also Showgrounds, which usually have some clear weekends, or industrial estates, which are often empty on a Sunday."

Forestry land has traditionally offered viable routes for off-road events such as Cross Country and Trials, with many old access roads in regular use. It is traditionally the same venues that are used year after year as most routes in and out are now already in place, but that could change according to Scottish Forestry Liaison Officer Jonathan Lord, who is working hard to open up new opportunities on the horizon.



The Kassam Stadium carpark in Oxford is used by local clubs for AutoSOLO events



James Rouault



Creative thinking – this rally in Jersey used a working quarry for some of its stage miles

“We have a very good relationship with the head office of Forestry Land Scotland, and we work with them both for [Stage] Rallying and Cross Country events,” explains Lord. “When they finish extracting an area of forest, the access roads remain there and after leaving it a few years for things to settle down, we might request the use of it. In general, they are okay with doing that.

“There is also now a potential opportunity with some of the wind farms. The roads around them are beautiful and would be superb for Rallying – perhaps almost too good in some cases, because some are very fast – but at the moment we have found the electricity authorities are not very happy about letting us run there, mainly because they think cars will go off the road and damage their underground cables in the recovery operation.

“In some cases, the cabling was not buried as deeply as it was supposed to be and that creates the risk. In Wales, they Rally right past wind farms and nobody ever bats an eyelid. I am having a continuing discussion with Scottish Power Renewables about this, in the hope that one year they will decide we are not such bad guys after all and let us in to rally past their wind farms.”

The closed road law opens up the option of turning public highways into motorsport venues and can be particularly suitable for events such as Sprints, Hillclimbs and Stage Rallying. After a marathon campaign by Motorsport UK spanning successive governments, this right finally came into force six years ago, and after several challenging years caused by COVID-19 Clubs are now starting to explore the opportunities it presents.

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Vehicles that breakup compacted dirt can help increase biodiversity

It has been particularly successful in Scotland and Lord adds: “We have seen it really open up some great opportunities in certain areas, particularly for [Stage] Rallying. We have a successful event in Argyle now thanks to the legislation, while the Jim Clark Rally and the Tour of Mull, which were both previously operated under their own private legislation, also now follow that approach.

“We have a liaison group which meets three or four times a year, chaired by [former WRC Champion Co-Driver] Robert Reed, and having a person of his stature helps show that we take the whole thing seriously, so the councils take us seriously too. The Argyle Rally ran

a couple of decades ago as a forest event but then it stopped. It has now come back very strongly through working with local authorities and local tourism organisations.

“The event has brought the sport back to an area where it had not been for a long time and in most cases, it received a very warm welcome. It is sponsored by the local tourism authority in Dunoon, with a special stage run that is twice through the centre of the town to really show the sport off to the public. In general, that can only be good for those who are competing and for the people who are seeing it.”





Case Study 1: Farming Land

Understanding the local network is crucial in sourcing farming venues and Simon Tappin quickly learned this during his long, arduous search for an Autocross venue. Despite a plentiful supply of farms in the core catchment area of Northumberland, efforts would often amount to nothing. Only once he understood how the complex links between people connected all the farms did he find a way to focus on those with the highest potential of a successful outcome.

“I found it a massive learning experience going around discovering which types of farmers are never going to talk to you and which ones are,” begins Tappin. “I quickly realised that somebody who is a tenant farmer is never going to do it, because they rent the land off of a landowner. Then I started to learn that if I saw a horse box in the farmyard, don’t bother, because cars and horses don’t go together – steer clear.

“That leads you to arable farming, but the problem with that is our season starts in March and ends in around September or October, and you will not get a stubble field at the start of the year. So, the challenge was finding farmers who wanted to engage. Some just do not want the hassle. Most farms are million-pound businesses, so if you have some bloke asking to bring 30 cars onto a field for one weekend for £500, they are just not interested.”

Tappin discovered that it is not actually the farmers who can unlock the opportunities, it is the people who work the farms. A lot of the farmers do not cut their own crop, they have contractors come in with combines and diggers to do it for them. The contractors know all the farmers, so they will know which of them are most likely to have an interest, a need or a capability to open the door.

“I was driving around one day, I must have been told no by 10-15 farms, when I saw a group of people ploughing,” recalls Tappin. “They had stopped for lunch, so I explained who I was and said I was looking to rent a stubble field – don’t say grass because that

puts people off! They knew the harvest cycle of the different farmers and pointed me in the right direction. They were invaluable in finding our first field.

“You have to understand who you are talking to and understand their culture. Every farmer knows every other farmer around him and sometimes there is local politics at play. You have just got to go out and talk to as many as possible. Unfortunately, it is a bit of a scatter gun approach, dividing up the region into a bunch of areas, and splitting the job up among a few people in the Club if you can.”

Once you find the right person, however, it is important to prepare for the sticking points they will have and develop solid ways in which they can be overcome. That can involve explaining how motorsport can count as diversification – something that farms are actually targeted on – or how any damage that could be caused is irrelevant if the field you would use is being ploughed two weeks after the date of your event.

“You have to make it as easy as possible for the landowner,” continues Tappin. “You have to show you have some governance behind you – like a Motorsport UK badge – and make it relatable by explaining, for example, that Motorsport UK is like the FA for football. They can understand that. LARA has a document about motorsport events in the countryside and I print that out so they can read it.

“That document has been invaluable for us as a committee working with landowners to help explain it to them. Ultimately, if it is within their 28 days permitted planning usage and they understand about the insurance and backing from Motorsport UK, who are like the FA in football, it all adds to the weight of the argument. Often, they then just see it as earning £500 for doing nothing for a weekend. And how can they refuse that?!”

**Simon Tappin, Competition Secretary,
Cramlington District MC**

Challenging Times

If all that paints a rosy picture for the availability of venues, many motorsport clubs can attest to the fact that this is increasingly not the case. While there is no doubting suitable land is out there, actually getting hold of it is harder than it may initially seem. Motorsport is facing increasing challenges in many different areas, all of which are making it harder to source a new venue when one falls away.

Popular MOD sites, for example, are under increasing pressure. Chris Phillips, MOD Liaison Officer at Wales Association of Motor Clubs (WAMC), has experienced this first hand and explains: "When COVID struck, British troops could no longer train abroad so the MOD sites had to accommodate them. A lot of units then realised that they don't have to be shooting off overseas! There is a huge change in

the numbers training five years ago to now, while in West Wales we have also seen a lot of former RAF airfields being sold off for housing."

Farms are also facing changing dynamics, with one of the biggest threats being changes in the way DEFRA organises agricultural payments. The Motoring Organisations' Land Access and Recreation Association (LARA), which was set up to promote and advocate responsible and sustainable motor sport and recreation, is keeping tabs and Ian Davis, LARA Acting Chair, explains: "Post-Brexit, the EU-based subsidies are all being replaced. We are still waiting for detail, but some schemes preclude farmers from having paid-for competition events on their land and if farms go for those, Clubs could lose venues."



Case Study 2: Changing Hands

The officers who run different MOD venues are often in charge for just a few years before moving on, and when they go there is a whole new set of convincing to do with the new incumbent. This is a challenge that Wales Association of Motor Clubs (WAMC) has faced with two of its long-serving military bases, and is typical of what can occur with any venue, MOD or otherwise, when an existing contact disappears and a new one takes up the reins.

Handling such a situation requires someone with good people management skills, who can explain the positive achievements of the past and convince the new arrival to keep the status quo. At Epynt – a venue that is in the hearts of many Club Stage Rally competitors – WAMC has been working hard to encourage the new incumbent to

keep the long-standing venue in action. And, like any good conversation, it all started with a chat over a cup of coffee.

"The new Major was never anti motorsport but he was a little unsure as to what we did," says Phillips. "When he came in, I sent an email, trying to introduce myself and asking if we could have a face-to-face. We set our stall out, went over, had a meeting, spoke to the Colonel, and said exactly what we wanted to do."

"COVID-19 had just hit so when he first gave the go-ahead to run the first event, the Nicky Grist Rally, it was a closed event. We entertained him, within the event's COVID guidelines, and a couple of us stayed with him all day to show him how we worked and what we were up to. He had all paperwork and ran through the whole thing and was quite impressed."

When it comes to forest trails, Motorsport UK agreed a new access deal with Forestry England in 2021, while last year a landmark agreement with Forestry and Land Scotland (FLS) laid the foundation for rallies and other motorsport events to continue on forestry land there through to 2030. However, despite this, there are still areas that are being lost to motorsport for various reasons.

“When forests disappear off the list, it is usually because of other leisure interests rather than forestry operations,” explains Lord. “For example, there is one forest in Dumfriesshire that is no longer used because it has been given over to mountain biking. In another area, a lot of the roads are no longer available because of the development of a wind farm. All these sorts of things have to be taken into account.

Closed road events face other challenges, mostly down to politics, and Lord adds: “We have seen two Clubs get new events to the detailed planning stage and fail to get them off the ground, possibly because of the attitudes of some of the local residents, and also because the policy does not always filter down to the people on the ground – there can be misunderstandings and priorities are not always aligned.”

Even when a venue is seemingly secure, something can always come along and put it under threat. That situation has been faced by Welsh Clubs in recent years, and Phillips explains: “Epynt, which has been synonymous with motorsport for years, had a change of staff on the military side and that caused a sharp intake of breath. We had worked with the previous two guys for years, but the new incumbent, by his own admission, is risk averse.

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Trialling on the land around Prescot Hill Climb

“We then had a couple more non-spectator events and I think he and another staff there appreciated how professional we were. We have built on that liaison since and he has become a big supporter. In December last year, we got all the clubs who were involved together for a briefing with the new Major so he could get to know them all better. There are some areas we used previously where he does not want us to go any more, so we are still having to find out feet, but we are working well with him.”

The relationship is now building nicely, to the point that the WAMC is now working with the Major and his team to set up a MOD open day – something other Associations such as the Association of Eastern Motor Clubs have already seen to be extremely beneficial. It is hoped that the event, currently

in the planning for August, will not only further cement the Epynt relationships, but could also open doors elsewhere with the MOD around the region.

“We have found an area where there is a little bit of gravel track that links in with a bit of tarmac and we plan to have eight or 10 cars and take the military permanent staff on the ranges for a run,” says Phillips. “We will do a bit of a start process, do some dummy pace notes to give people an idea of what it’s like to sit in a rally car. It all helps to build that relationship and positivity and you never know where that can take you.”

**Chris Phillips, MOD Liaison Officer,
Wales Association of Motor Clubs (WAMC)**

“Fortunately, that is progressing in well, but we now have a challenge at Caerwent, a former munitions site with 30 miles of tarmac roads that have been used for Rallying for 30 years. There was a change of staff there too, and they no longer want any third-party involvement. Dr Who was filmed there – he died there in fact! – but they don’t want anything there now. We have an event in early April, but that could be the last one.”

Changing minds also put a spanner in the works for a successful event run by Aintree Circuit Club, the Ormskirk Motorfest. Club Chairman Michael Ashcroft explains: “We lost our main contact, who made a lot of things happen, and there was a change in politics. We quickly found you only need a few people to sway the vote in a council and you can lose support. Fortunately, we have now partnered with Ormskirk School and the Endeavor Learning Trust to put on the event in May this year.”

Sometimes, there is no competing against market forces either, and with land increasingly in high demand, particularly for housing, what seems like a forever venue could disappear in a flash. That happened to Oxford Motor Club, as Treasurer Shirley Blackwell explains: “We’d been running events at Finmere for quite a few years but then planning permission

went in for a fuel service station. That initial application was rejected, which gave us 18 more months, but it went to appeal, and they won.

“The original owner had sold the land to a development company, so the person we were dealing with was caretaker and had no say in the matter. It was not his choice to move it on. We had made plans on the expectation that it would keep going, but then we found out in mid-January that it was not going to be available for us and we had to find a new location.”

Locating Venues

Finding ways to source good venues, either when things go wrong or to provide a back-up *before* things go wrong – is not easy. The sites are out there, but finding the right people to speak to is not the work of a moment, and finding time in the day to discuss it is often hard for those in full-time work. That very nature means most Clubs only tend to do so when they are backed into a corner, and often that can be too late.

One of the easiest – and often most fruitful – ways to search for potential locations is by looking close to home. Simon Fowler, Motorsport UK’s Competitions and Clubs



Manager, explains: “The owners of most venues used for Club motorsport have a link with the Club – a member, associate, relative. Many licence holders have contacts who could provide access to suitable land and you never know who might be able to help so it is always good to seek out your closest contacts first.”

Widening that search further, into the local area, can also reap rapid rewards, as ASWMC’s Moore has found. “You have just got to get the word out there,” he says. “Even if it’s among a different group, people in the pub, or if you’re a member of another club of some sort, let people know that you are always looking for venues and let them know that they’ll be paid for them; that you’re not looking for something for nothing.

“We’ve had good success with a Club stand outside a Tesco supermarket, for example, because you are appealing to people that have not even thought about it. Even if you do not get venues directly from it, it is important to keep motorsport in the public eye. Clubs need to be prepared to stand up and let the public see what they do.

Some abandoned airfield sites are being developed for housing

“Beyond that, we have run Club stands or Regional Association stands at events like the Royal Cornwall Show and, when I was in the Midlands, the Royal Show at Kenilworth. The beauty of those is that a lot of the people there are landowners, farmers, and they can get very enthused by motorsport. We have found many venues through that sort of exposure because if they are half interested in what you are doing, you are 50 per cent there.”

The use of publicity channels, such as local or trade media, is another approach that can pay dividends. The All Wheel Drive club, for example, used to advertise for land in *Exchange and Mart*, while *Farmers Weekly* is sometimes another good route. Equally, local papers or websites are always looking for interesting stories and will support an appeal to help out a local Club, particularly if the journalist is engaged with the sport.

These days, social media is bringing together more communities and opening conversations that would otherwise take forever when simply knocking on doors. Most Clubs are spread over large areas, of course, but encouraging all members to get involved in their local pages and try to spread the word about looking for land will never hurt, as it can quickly result in a wide net of connected people, all spreading the word.

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Spotting local sites and door knocking is a much harder approach, but it can be fruitful too. In Wales, for example, Phillips spotted an old site when out on a local drive and ended up scouting the place for his Club. "I rang up, went down, the owner showed me around and he was quite happy to let us get involved," he recalls. "Unfortunately, they did not have anything that suited running an event – but if you do not ask, you never know."

Simon Tappin, Competitions Secretary for Cramlington District Motor Club, says the Club's committee members visited more than 200 farms in an effort to find an Autocross venue. They succeeded and he says the key was in treating it like a business. "I run an IT firm and I understand governance is a people thing," he explains. "Sometimes you just have to talk to people about your proposition, explain things clearly and treat it as a business situation."

"Most problems in IT occur because somebody doesn't understand something, so you have to describe the issue and how to overcome it and put a path in place. It is the same

with venues. When I joined the club, they had just lost their venue and there were just a handful of committee members left. We worked together and when we walked up those farm lanes, we represented our club as a business. That is how we managed to turn it around."

Support Network

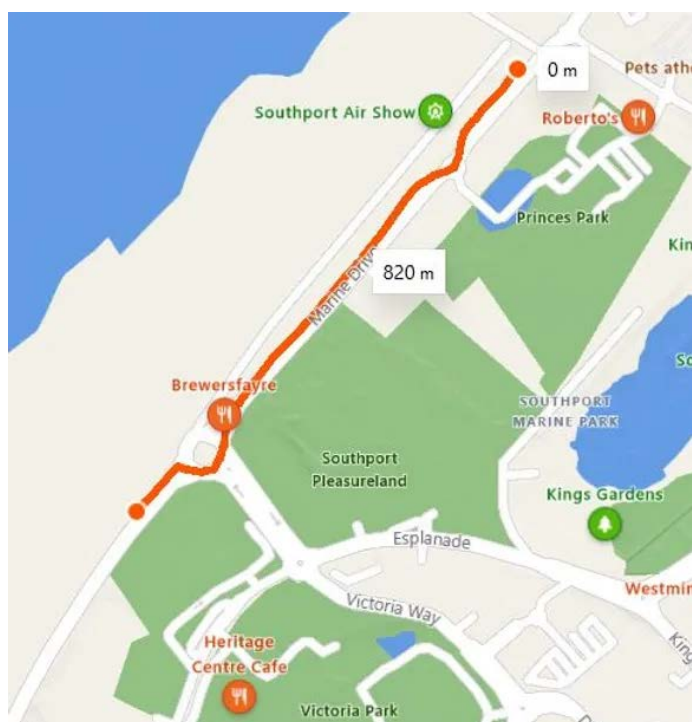
It is important to realise as a Club searching for a venue is that you are not alone, and you are not the first to have been through the process. That is where the Regional Associations come into play. These local Club networks help transfer knowledge between the different Clubs in the area and offer a valuable support network. Most Clubs will have a Competition's Secretary or a Venue Secretary, depending how big they are, but working with the Regional Association and keeping them informed is both vital and valuable.

Moore, who has been involved in the ASWMC for many years, explains: "If a Club has any doubts and needs some support, the Associations can be a great help. If you have the right idea



Case Study 3: Closed Roads

Aintree Circuit Club was forced to source a new venue for their Sprint or Hillclimb events and having been unable to find suitable options from the usual types of private venue, the Committee looked outside the box – and took advantage of the closed roads regulations to develop a new Speed event in Southport with roots that are more than 100 years old.



"At first we tried to develop a Hillclimb course with West Lancashire Council, which we thought was viable but they just were not that interested," explains Ashcroft. "The County Highway Authority in Lancashire actually runs close roads for the Northwest Stages event, but the local authority in this area did not seem to understand the mechanism for it."

"We had also looked at an RAF base that was previously used for Sprints and Drag Racing in the 1960s and 1970s, but was a non-goer as well because the base commander was not too enthusiastic about it. He has the final say, so you just can't progress it, although we are still monitoring it because they do regularly change the base commanders, and in future it could be a viable option."

During the search the Club, which has also run a local Motorfest for almost a decade, was approached by a local authority interested in putting on an event. Together they selected an historic closed road event in Southport, which had long-established motorsport roots. It took time to develop, but four years later the Southport Classic and Speed Sprint Revival will make its debut on September 16 this year, after a trial event last season.

"We are a long-established Club with a really good track record and the fact that we have successfully run Motorfest for so long without any issues stood us in good stead," continues Ashcroft. "In the past, Motorfest included a non-

but are lacking confidence, you should tap into the Association and use them. In fact, it could be damaging, in a way, if a Club does not go to the Association, because we often work with potential venues and may already be in contact.

“A lot of Clubs do not liaise with Associations well enough. We are here to help Clubs, and it is best to build bridges before they are needed. That said, we are always there to fall back on if you are struggling, rather than walk away. We have specialists focused on different elements, so if a Club comes to us and wants to use some forestry, or an MOD site, we have the relationships with the relevant local contacts to be able to help.”

As an example, Exeter Motor Club wanted to use a showground for an AutoSOLO but did not have the skillset within the Club to deal with it. They contacted the Regional Association and their request filtered through to Moore, who went with them to the Council to answer all the questions and put their mind at rest. That opened the door to the venue, solved the challenges and resulted in a successful event that ran there several years.

Associations can also help Clubs to share regional knowledge, and Moore adds: “If your Club only runs Autotests but finds out about a campsite that would be perfect for a single venue Rally, don’t sit there and think ‘well, that is no use to us’ and leave it at that. We cannot afford to lose venues, so just because it is no use to your Club does not mean it is not any use to another. If you let the Association know, they can share it with a Club that can use it.”

To that end, Motorsport UK is currently undertaking a major project on venues, logging the thousands of venues that are used by the sport. While Clubs can, understandably, be quite protective of their prize locations, many venues could be used to put on multiple events run by different clubs, where events are non-competing. With the number of available venues reducing, that database could become a vital resource for the future.

“There are around 2,000 venues currently in use and we need Clubs to work together to optimise this,” explains Fowler. “For example, why have one event on a site when you can run two at the same time? Clubs need to work together,

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competitive run on a section of closed road and attracted tens of thousands of people, and that gave the Council the confidence that we can actually run the new event and have the resources to do it.

“We have also always run under a Motorsport UK permit, so although there has been no competitive element, we send out final instructions, give detailed plans, get everybody to sign on, do driver briefings. In contrast, at other events that are not run in that way, people can just turn up and park their cars in a field with no sign on, no instructions and no proper insurance.”

In 2021, Aintree ran an event with a static display of about 250 cars and had a parade that followed the route of what was the original Southport Speed Trial, which took place in 1903. A representative of Motorsport UK went up to join the Club in a meeting with the local Head of Highways and those discussions led to a demonstration event along the proposed route last year with about 25 cars, to build towards the planned competitive event this season.

The non-competitive demonstration was run on section of the Promenade under a full TTRO (Temporary Traffic Regulatory Order), with a course length of 820m. The road itself is not particularly challenging, says Ashcroft, but it ticked a number of crucial boxes: easy to organize, easy to secure, manageable and deliverable. That made it far less challenging to convince the Highways team to give it the go-ahead.

“We kept it quite short, all line-of-sight, so it is easy to manage,” explains Ashcroft. “There are no residential properties, because that is where you hit problems as people worry about getting out during the event. There is only one road that joins the route and it is onto the retail park. They are fine with it because they have alternative routes in and, in fact, we are potentially bringing in business for them.

“It is also great for spectators and easy to manage from that perspective, so it ticks all the right boxes and the figures add up too. There is no venue cost and although we still have to pay road closure costs and traffic management fees, which are around £4,000, we can also get track sponsorship opportunities and we have already got some good event sponsorship from local businesses.”

There is undeniably more effort required to run a closed road event, due to all the necessary planning and regulations, but with Ashcroft’s tips as a guide, there are hundreds of potential roads out there that are suitable for certain events and, with a bit of work, could be temporarily turned into motorsport venues. Even if a club cannot find a new venue off the roads, Aintree’s experience shows the potential for ‘creating’ one from scratch is there.

**Michael Ashcroft, Chairman,
Aintree Circuit Club**



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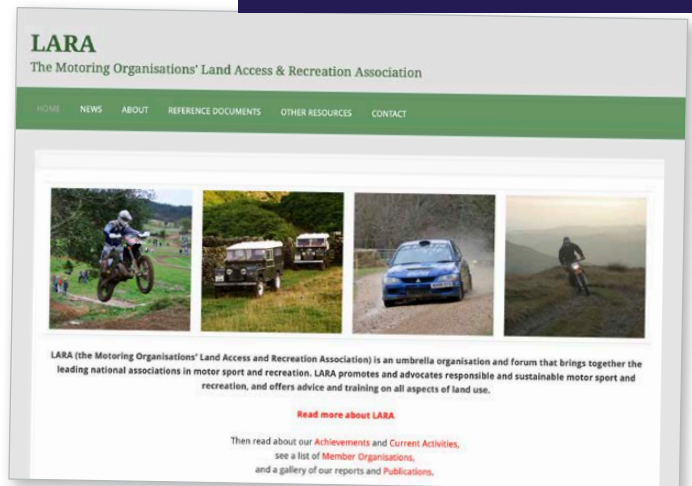
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but some are protective so we need to overcome that and work with them and their Associations together to locate venues that can accommodate multiple events.”

While Clubs need to take the lead in searching for new venues, the governing body is also more than happy to support when it can, particularly when it comes to sharing this network of existing locations. That was the case earlier this year, when Oxford MC lost their Finmere site, and Motorsport UK stepped in quickly to help source a new location to meet their obligations as part of an AutoSOLO Championship.

“We were concerned, but things were beyond our control,” recalls Blackwell. “We had looked at many venues and we had been through the MoD Liaison Officer, but there were no suitable sites in our area. I was talking to Motorsport UK about a different topic, but the situation was discussed, and they said they would speak to Shenington Kart Circuit. That led to an initial introduction, we went to look at it and it was perfect.”

LARA is another good source of expertise and contacts, particularly when it comes to taking the next step with interested landowners who need to better understand the protocols behind land usage. While not in a position to help with venue searching, it can assist is if a club is getting into



LARA can assist with permitted development rights and technical expertise

to complications with permitted development rights, by providing the technical expertise to guide and advise.

Davis explains: “LARA never gets directly involved with planning permissions, but sometimes people encounter technical issues and LARA can advise on the legalities. One example is dealing with a right of way crossing the land, which can require expert knowledge. Another is if something is left on the land – say a club caravan – then every day it is there is a day of change of use. Clearly, that should be avoided, but often people are not always aware of the issue.”

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Some forms of motorsport benefit from rougher terrain that landowners may not have considered suitable

Making a Case

It may seem strange to those who know motorsport, but many landowners only see the perceived downsides of allowing events to take place on their land. They will often close the door quickly because of concerns over the damage cars could do to the land, or the potential of upsetting the neighbours. However, when armed with the facts and the confidence to articulate them, Clubs can make a positive case to someone who is willing to listen.

For a start, the insurance provided for any Motorsport UK permitted event is extremely comprehensive, insuring the landowner as well as the Club and the participants. Explaining this to the venue can set their mind at ease. ASWMC's Moore says: "Venues are always worried about insurance and public liability, but it is all covered. If they understand that, it is quite an easy sell when you show them the details. They will not find any other policy that gives the same cover. It is a massive benefit."

Getting the local community on side can also help turn landowners' opinions and Moore adds: "You need to befriend members of the nearest community and say 'we are planning this event; you can bring your family and have a great time.' Make it a community event and that way they feel like it is theirs rather than just people coming in from outside. That helps the landowner to be positive about their involvement."

"The other thing people often ask is whether it will encourage 'boy racers' on the roads. We actually market events to those kinds of groups because when they come, they usually like it and once they are onboard with Motorsport UK and the Motor Club, we actually have a bit of control over them. We do not have that while they are not involved, so that ticks a big box with lots of venue owners and the local community as well."

Sustainability concerns are often another high barrier to securing venues, particularly when it comes to local councils or farm land. However, many Clubs are now appointing

Shenington Kart Circuit was able to host Oxford MC when the club lost their access to Finmere and needed a new venue to run an AutoSOLO Championship event



specialist Environmental Officers, who do their research and are well informed on how to deal with specific questions. In fact, when it comes to Off Road events, the disturbance that many see as a negative can actually be explained as a sustainability benefit.

“The British countryside is manmade and man managed for the most part and if you just allow woodland to become overgrown, the sunlight does not get there and they become a soggy mess,” explains Davis. “You lose a lot of flora and fauna because of it, whereas if you turn the landscape for whatever purpose, whether it’s shooting or motorsport, you actually improve the land and what grows there.

“There are things like newts that require water to be aeriated. When you let vehicle ruts turn stagnant, they dry out, but when a vehicle drives through there it aerates the mud and allows it to breathe. There is a flower, for example, that only grows in vehicle ruts and is quite prominent on places like the Ridgeway, because it requires that aeration to happen. If people understand that, they see things from a different perspective.”

On some occasions, it can also help to run an event in support of a charity as not only is it a positive approach, it can also result in better support from venues and communities. This route has been successful time and again for the ASWMC, particularly when it comes to opening up opportunities with local superstores – for example, negotiating with Tesco to allow their car park to be used for a charity AutoSOLO on New Year’s Day.

“It is best to talk to the local manager first,” advises Moore. “They do not like it if it comes from the head office down, then straight away you are on the back foot. You have to go in with confidence. If you say ‘I’m really sorry to ask, but...’ then it doesn’t work because it is easy for them to say no. If you go in with a positive approach, particularly with the charity offering, they are much more likely to help you make it happen.”

Playing politics between local councils has also regularly reaped rewards for the ASWMC and Moore adds: “If you go in and say ‘we use such and such a venue for an event and we’d like to run a similar thing at your venue’ it will get them listening. If one council favours an event, we quite often go to the next-door council and find that they do not like being out-done, so they also become helpful.”

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A Win-Win Situation

Ultimately, the changing dynamics of land use and the increasing environmental pressures mean the quest for new venues is only going to become tougher. However, as the Clubs mentioned in this article can attest, it is possible to succeed if you try hard enough and get the right people onside. Ultimately, the difference between success and failure can be down to working together and being amenable and adaptable.

When a venue is replaced, there needs to be flexibility on the event calendar if a potential new location does not have availability on the traditional dates, while financial compromises may also be required to ensure an event can continue. This is a particular issue when it comes to using race circuits or well-known locations, as many venues tend to refuse to move on the fees for more grassroots events.

Aintree has experienced these challenges and Ashcroft explains: "Running on circuits is very expensive and you really need to find non-commercial venues because it's the only way that you can really make it pay. Many major circuits often have no leniency. Some charge maybe half the cost of

a race meeting, which could be upwards of £20,000. If you do it well you could run maybe 150 cars in a day's Sprint event, but with a typical entry fee of around £120 you just would not pay the basic hire fee.

"People have an expectation of the entry fee and for Sprint events it tends not to make a difference whether the course is well-known or less established. You only get three or four minutes of actual competitive time – two practice sessions, maybe three and four on a really good day – so there is a limit. I do a double-header track race at Silverstone with MG Car Club and pay about £450, but I get an hour on track. For Sprints, it just does not stack up."

Clearly the numbers have to deliver, but for some event formats, sometimes the investment in a larger, more prestigious venue can pay dividends. Motorsport UK's Fowler adds: "Good venues are key to successful events, but you need to do the sums. Sevenoaks ran at Brands Hatch recently and had more than 60 entries for an AutoSOLO, because it is a good venue; it is the same with Cannock, which runs at Curborough, a great AutoSOLO venue."

Access to MOD land, like Epynt, can be affected by a change of personnel on site




In Scotland recently, Clubs worked together to secure themselves a better deal for forestry venues, returning to an approach previously used in the 1960s and 1970s to create a new form of charging system. "They used to charge a flat fee, so the viability of an event was put in jeopardy as soon as there was a poor entry one year," explains Lord. "Now, the charges are more related to the number of cars that take part, so that is fairer on the Clubs."

It is exactly that type of collaborative working, coupled with a certain air of confidence on the Club's side, that is crucial when it comes to securing and finalising agreements for venues. Often, it is down to convincing land owners that the Club is respectable, responsible and capable of organising a very high standard event.

Tappin also believes more strategic thinking, particularly in grassroots motorsport, could help the situation. A good potential business, he suggests, could be investing in a number of old airfields and leasing them to Clubs on weekends and farmers during the week for grazing land. Equally, developing annual grants that tenant farmers can pull down on for allowing a certain number of events a year could encourage more regular land use.

Tappin warns: "If something big and strategic is not done, I believe grassroots motorsport will struggle. Every season is a massive risk for us because we do not know if we will have a field to put events on, yet we have fixed costs we have to cover. The Club almost went out of existence because we lost our venue. In my opinion, it is a house of cards and it is all about how quickly you can stand that card back up."

ASWMC's Moore says there are "venues everywhere" but that the challenge is in "convincing them that allowing the land to be used for motorsport will not end up in absolute chaos." However, from his past experiences, he believes this concern is one that can quickly and easily be overcome by quoting the positives of the Motorsport UK supported events being run successfully across the country.

For Ashcroft, it is about making sure there is something in it for everyone. "Everybody needs to get something out of it," he concludes. "The key element is deliverability. You need to make it as easy as possible for the venue and show them how it will be. You have to be able to deliver it and it has got to stack up financially. If you have those basic requirements, you have a starting point to work with together to get a win-win situation." 



Anyone with access to a site or land that maybe suitable as a venue for motorsport please contact Simon Fowler at Motorsport UK or your local Regional Association: www.motorsportuk.org/clubs-organisers/regional-associations

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Motorsport Month Anglia

This April the inaugural Motorsport Month Anglia will bring together the entire region to celebrate four-wheeled motorsport, as well as highlighting the opportunity for enthusiasts to get involved in a range of events which are scheduled to take place during the course of the month.

There is something for any enthusiast to get stuck into, whether competing, volunteering, or meeting up with likeminded folk. You'll find a host of other events for petrol-heads, including AutoSOLOs, Autotests, Speed events and a Classic Car show.

This Motorsport Month has been organised by the Association of Eastern Motor Clubs, and it starts with Motorsport UK club of the year Anglia Motor Sports Club hosting the second annual 'Get Into Motorsports' evening on the 27th of March in Horringer, Bury St. Edmunds. This

evening will showcase the breadth of Motorsport available to residents in the East of England, whether you are looking to compete, spectate or volunteer. There will be an introduction to the various types of motorsport, a browse around the club members cars, a Q&A with refreshments, plus an opportunity to ask questions about motorsport.

The open evening is free to attend, and all are welcome. Book your space [HERE](#)

This is the first event in the Motorsport Month East Calendar. For more details on further events, see

www.motorsportuk.org/events/motorsport-month/east



Middlesex Court Automobile Club working with the StreetCar team to promote motorsport for everyone



Road cars can be used to compete in many forms of motorsport



Kings Lynn Motorclub put on a display in the town square

Motorsport Showroom announced as the Official Online Marketplace of the British Rally Championship

The Motorsport UK British Rally Championship is proud to announce that the newly established online reseller Motorsport Showroom, will become the Official Online Marketplace of the UK's premier rally series in 2023.

Motorsport Showroom is an exciting new online service providing enthusiasts and industry professionals alike with a focused platform to buy and sell all things motorsport related. Competition cars, equipment, memorabilia, spares, transport, specialised services and even 'drives available', are all listed clearly for the benefit of the global motorsport community.

The dynamic platform will join the British Rally Championship as its Official Online Marketplace for the 2023 season, as the up-and-coming outlet looks to broaden its reach into the world of top-flight rallying.



Harry Whale with British Rally Championship Manager Reece Tarren

Marshals training fund gets a boost

The Formula Junior Historic Racing Association (FJHRA) were delighted to present Steve Woolfe, National Treasurer of the British Motorsport Marshals Club (BMMC), with a cheque for £1,379, which will go towards the Marshal's training programme for the season. FJHRA hold an annual Charity Auction at their end of season Championship Awards weekend, and the donation to BMMC represents 50 per cent of the 2022 Auction proceeds, the other 50 per cent was donated to Air Ambulances UK.



Get your medical sorted

Motorsport UK is hosting Motor Racing Medics at its headquarters on the 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



M-Sport to bring expertise to the Motorsport UK Academy Co-Driver Programme

The Motorsport UK Academy Co-Driver programme members will benefit from the expertise of leading World Rally Championship (WRC) team, M-Sport, to further enhance their skillsets.

Led by Malcolm Wilson OBE, M-Sport is an industry-leading motorsport business and one of the most accomplished WRC teams with multiple victories and podium finishes.

The partnership between M-Sport and the Motorsport UK Academy will support and develop the next generation of world-class Co-Drivers, giving opportunities to provide relevant industry opportunities and insight, leading to dual-career pathways.

The newly announced 2023 Co-Driver cohort will be the first to benefit from this collaboration, by visiting M-Sport's HQ in Cumbria in March. During the two-day visit, the Co-Drivers will hear from guest speakers and pitch for work experience opportunities, where the Motorsport UK Academy will be supporting up to three members of the group to be a part of the M-Sport support team for three WRC rounds in 2023.

"By exposing our Co-Drivers to the high performing environment of WRC, we're aiming to provide them with the relevant skills and tools to operate at a high level," commented Katie Baldwin, Motorsport UK Competitors Pathway Manager. "This is a fantastic opportunity for the Motorsport UK Academy to become a supply chain of

talented Co-Drivers, who have the capability of representing M-Sport in the future, whether that be within a co-driving capacity or through other roles."

Rich Millener, M-Sport Team Principal said, "I am very excited that we can now announce M-Sport will link up with the Motorsport UK Academy Co-Drivers programme this season, giving them some once in a lifetime opportunities, whilst giving some of them the additional opportunity to actually experience the WRC from inside our team, on event.

"Last year we hosted one of the Motorsport UK Academy training days at Dovenby Hall and this got me thinking about how we could offer new and different concepts to the already successful programme. I am really looking forward to having some of them working with us at WRC events, giving them a real chance to see how the top-level teams operate on events along with allowing them the opportunity to make new contacts and meet new people within the sport.

"These young and upcoming co-drivers are key to the success of the sport in the future and I hope this partnership will see us helping to develop the next set of World Championship winning co-drivers from the UK."



Red Bull Content Pool / M-Sport

*Jess Edgar is being guided by
GreenLight Sports Management
and the Motorsport UK Academy*

GreenLight for Jess Edgar in quest for F1 stardom

Jess Edgar is a name to watch out for and this year could be her most important one yet

After a successful campaign in the GB4 Championship last season – where she ranked within the top ten in her rookie year – the GreenLight Sports Management driver steps onto the international stage as one of 15 drivers in the all-women F1 feeder series, the F1 Academy, racing for Rodin Carlin.

This big opportunity comes just one year after she made her car racing debut and asked about her rapid rise she said: “I am very excited about the season ahead. Rodin Carlin is a great team to be working with and they have a lot of experience in all categories of single seaters, so I’m in safe hands and I can’t wait to get started.

“Standing on the podium is my goal, so I will be doing everything I can to make that happen. I have been preparing by learning all the tracks

I might be racing on this year. I’ve also built on my training programme, which my cousin Jonny (Edgar) has been helping me with, as we train together at the same gym.”

Edgar, who has twice been selected for the Girls on Track – Rising Stars programme, is a member of the Motorsport UK Academy and that has helped her to learn the skills she needs to tackle the seven-venue championship this season.

She added: “There are many important parts to preparing for a season such as training, nutrition and the mental side. This is a big year for me and having access to the Porsche fitness training is a great advantage, while the mental work we do will be a key part to my preparation this year.

“Motorsport UK and my management team at GreenLight are teaching me how to stay focused for the task at hand so I’m in the best position to chase podiums and keep my winning mentality! Right now, networking is important too so GreenLight will be working hard behind the scenes to create as many opportunities as possible to further my career.”



Motorsport UK Academy members to receive expert insight from Greenlight Sports Management

Motorsport UK Academy drivers will receive expert insight and guidance from Greenlight Sports Management which has become the Academy's latest Official Partner.

Founded by 2003 Le Mans 24 Hour winner Guy Smith and Bentley Factory Driver and Team UK Performance Manager Andy Meyrick, the two will deliver workshops to Motorsport UK Academy drivers on the Enhanced Diploma in Sporting Excellence (DiSE) and Team UK Futures Programmes.

The workshops will enable drivers to receive crucial guidance on how to push their career forwards through the identification and management of opportunities to succeed on and off the track.

In addition, Motorsport UK Academy drivers not affiliated to another management company will be offered free consultation on their services from mentoring, representation and negotiation, administration, branding and content creation as well as PR and communications.

Hugh Chambers, Motorsport UK Chief Executive Officer, commented, "Young drivers are becoming increasingly aware of how they present themselves both on and off track. Guy and Andy have years of experience, and through Greenlight Sports Management can provide the Motorsport UK Academy drivers with valuable insight on their own experience, as well as helping to best support them on the next steps in their career."

Andy Meyrick Greenlight Sports Management Director, commented, "I'm absolutely delighted to announce our partnership with Motorsport UK. As a driver I have been part of the Team UK program and subsequently have been Performance Manager for Team UK for many years now, therefore I am fully aware of the excellent work the academy provides and how it has contributed to so many talented British drivers. Guy and I are looking forward to adding and growing to this relationship with Motorsport UK."



Guy Smith and Andy Meyrick will be assisting Motorsport UK Academy students



Support Ukraine with Motorsport UK's fundraiser

Motorsport UK continues to stand united with Federation Automobile d'Ukraine (FAU), the Ukrainian motorsport community and the Ukrainian people.

In support and solidarity, Motorsport UK launched a fundraising campaign in 2022 and to date has raised over £40,000.

Motorsport UK has consulted with members of the community who are supporting the delivery of vehicles and aid to Ukraine. In order to deliver an armoured ambulance with medical supplies to Ukraine, Motorsport UK is inviting the community to help the campaign reach £50,000.

Motorsport UK will conclude the fundraising campaign on 14th April 2023. Upon conclusion, Motorsport UK will use

the funds raised to purchase the armoured ambulance and medical supplies before working on logistics to deliver it to Ukraine.

Motorsport UK Clubs and Members are invited to donate to the campaign [HERE](#).





Team BRIT's top tips on breaking into motorsport

Team BRIT is the UK's first and only team with an all-disabled racing driver line up. Launched in 2015 with just one car and two drivers, the team now competes in four championships, providing opportunities for 10 disabled drivers in some of the UK's most prestigious competitions.

Members of Team BRIT know how to handle adversity and here they offer their top tips on breaking into the hyper competitive world of motorsport:

It's not all about money

Unlike most sports, there's no cut-off age as to when you can get involved. If you're passionate about motorsport there are many ways to get involved, regardless of money or age. Britcar Trophy driver Paul Fullick got into racing motorbikes in the early 2000s after wanting a safe space to ride fast. "After my bike accident, I knew I wasn't going to stop riding or racing," says Fullick. "I heard about Team BRIT, and the rest is history. I have three bits of advice for anyone wanting to get into racing:"

- Always ask questions. At any level from karting to cars, ask drivers, crew, mechanics, sponsors, media and ask them to help you understand how your sport works.
- Some drivers do well because they're talented, others do well due to hard work. Until you're sure you're talented, work hard!
- Never get frustrated by your rivals, you can learn a lot from the car in front.

Don't ever think you're not good enough

Team Brit rookie driver Anji Silva-Vadgama saw a documentary on Team BRIT and it made her realise that she could drive, despite a disability.

"Having the chance to do this is amazing," reveals Silva-Vadgama, "and allows me to follow in the footsteps of my grandfather, who was a rally race car champion in Tanzania.

"My advice to anyone wanting to get into motorsport would be – don't ever think you're not good enough. It doesn't matter what anyone says, all that matters is what you think. Keep your chin up and shine to your fullest potential. You are the brightest star in the galaxy."

Britcar Trophy driver Tyrone Mathurin came into the sport late, through a negative situation after having an accident on a motorbike. "I never thought it would eventually lead to me starting a racing career, but I was given a great opportunity to follow a life changing dream with Team BRIT. Racing keeps me driven and allows me to move forward. I'm always reminding myself what it takes to be a better driver, such as consistently exercising and maintaining a healthy lifestyle.

"My message to anyone wanting to get into motorsports is to have a determined mindset and a disciplined attitude, which will carry you towards your dream."

Planning a day at the race track?

Team BRIT is sponsored by specialist insurance broker Adrian Flux which can provide track day insurance for your day at the races. Call **0344 381 7539** for a swift and no-hassle motor insurance quote.

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Armed Forces Virtual Race Challenge

RAF eMotorsports is a sim racing community for UK Armed Forces personnel and is part of the RAF Motor Sport Association. With a focus on grassroots motorsport development, the community offers a platform for Service members to experience competitive racing and engage with fellow motorsport enthusiasts.

The 3rd season of the annual Armed Forces Virtual Race Challenge (AFVRC) began on 28th February and is hosted on the iRacing platform. The AFVRC is the virtual equivalent of the Armed Forces Race Challenge, where competitors from the Royal Navy, Royal Marines, British Army, Royal Air Force and Veterans, come together to compete around famous UK tracks in a different car each year.

The racing is broadcast on various social platforms by SimplyRaceTV, and by British Forces Broadcasting Service

(BFBS), which has also fully funded the hosting and broadcast costs for this season. Additional support comes from Splunk and sponsorship from Race Car Radios, which is providing the grand prize. There are 10 rounds, featuring two races per round, and the overall prize is a test day in a track-prepared Ginetta G40 GT5 or Gaz Shocks Trophy BMW 116.

As a part of the wider movement to promote motorsport within the Armed Forces, RAF eMotorsports provides an excellent opportunity to take virtual racing skills to the next level. Check out the community to experience the thrill of racing and connect with like-minded Service members.

https://youtu.be/V_fgfvH2UA



The RAF eMotorsports sim racing community is for UK Armed Forces personnel and offers competitive racing across the forces

Williams F1 Experience

Motorsport UK is returning to Williams F1 on Saturday 25th March, and you can join the action.

Located in the Williams Esports Experience, 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 seat time on the state-of-the-art simulators on the F1 22 game, experience both esports and historic motorsport – plus the chance to win some Williams merchandise.

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

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





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.

<https://esports.motorsportuk.org>



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Coming soon...

iRacing recently posted a teaser image and YouTube video for a new Formula 1600 vehicle being added to their roster. We are excited about the possibilities this upcoming release will bring.

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Sustainability News

SRO pledges net-zero carbon emissions

SRO Motorsports Group has signed up to The Climate Pledge. The Pledge is an initiative co-founded by Amazon and Global Optimism, which is a commitment to reach net-zero carbon emissions by 2040.

This ambitious target is 10 years ahead of the objective set by the Paris Agreement, a landmark treaty adopted at the COP 21 UN Climate Change Conference in 2015. Meeting the goal will further enhance the world's chances of limiting the global temperature rise and in turn fighting back against the climate emergency.

At present, nearly 400 signatories have signed on to The Climate Pledge, bringing together a group of likeminded companies that can collaborate, share

knowledgeable and accelerate essential action. They currently span 55 industries and 35 counties.

In joining them, SRO has committed to three main areas of action: measuring and reporting its greenhouse gas emissions on a regular basis; implementing decarbonisation strategies in line with the Paris Agreement; and acting to neutralize any remaining emissions with additional, quantifiable, real, permanent, and socially beneficial offsets to achieve net-zero carbon emissions by 2040. Crucially, the initiative acknowledges that the world must move faster in its effort to build a low-carbon future.

Stéphane Ratel, SRO Motorsports Group founder and CEO added,

“I am proud to announce that SRO has added its name to The Climate Pledge. This initiative shows real ambition, and we are determined to play our part in its objective to reach net-zero carbon emissions by 2040. Indeed, sustainability is now intrinsic to the way that SRO does business, informing our decision-making at every level. This is another important step in our ongoing commitment.”



Engineering success with Prodrive



Championship winning Prodrive Extreme E engineer George Imafidon describes himself as a ‘Humanitarian Engineer’.

“My mantra is to leave everywhere better than you found it” says Imafidon, the young engineer from South-East London. “I truly believe that motorsport can be an important testbed and accelerate the development of



multiple new technologies, that can eventually support everyday people. The climate is the next space race, and the technologies we develop and improve through motorsport can help the wider societal challenges.

“My ambition is to stay at the forefront of this new and exciting world of sustainable motorsport. There is an eclectic mix of promising



technological solutions such as sustainable fuels and hydrogen, and I am keen to explore how we can maximise these for areas where electrification is limited.”

Revolution commends George Imafidon on his work and is looking forward to hearing more from him in the future.

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Wera Tools BKC driver joins Mercedes-AMG PETRONAS F1 Team's Junior Programme

Kenzo Craigie, Honda Cadet Vice-Champion in the 2022 Wera Tools British Kart Championship, been selected for the Mercedes-AMG PETRONAS F1 Team's Junior Programme.

Throughout last year, Craigie was one of the dominant drivers in the Honda Cadet class, securing the runner-up spot in the Wera Tools BKC with two podium finishes along the way – P1 in Event 9 at Clay Pigeon (where he was voted Driver of the Day across all classes), and P3 in Event 12 at Whilton Mill.

Craigie also won the Ultimate Karting Championship Series, as well as the British Kartmasters Honda Cadet 'GP' Plate and the BKC Honda Academy 'O' Plate.

He was awarded the prestigious Mark Hines Memorial Trophy at the 2023 Wera Tools British Karting Awards for his efforts last season, and has already picked up silverware on the track this year too, winning the TVKC Icebreaker Cup in the Water Swift class in January.



Kenzo Craigie racing in Honda Cadets at Whilton Mill



P1 at Clay Pigeon for Kenzo Craigie

Movie Magic for Welsh Rally Championship

The 2023 Motorsport UK Ravenol Welsh Rally Championship will break new ground with a seven-part 'Sideways to Victory' entitled series broadcast free to view online. Brian Chase, Managing Director of Ravenol UK, has been instrumental in restructuring the online broadcast coverage, and thanks to his enthusiasm and commitment rally fans will be able to watch action from the Welsh Rally Championship in a new feature-style format.

Instead of the standard rally coverage – car by car – there will be three videos from each event. Following each round there will be a Sunday evening action-packed teaser film highlighting the drama and spectacle of rallying to whet the appetite of knowledgeable and loyal rally fans and hopefully a new wider audience. This will lead up to the main movie 'Sideways to Victory' (named in memory of the late great Roger Clark) released on the Wednesday evening, with each round of the Ravenol Welsh Rally Championship featured in the seven-part series. The third video from each round will be a montage of action clips.

Watch the first 'Sideways to Victory' trailer [HERE](#)

New format for TV coverage in 2023





Flywheel returns

Celebrating 10 years of Bicester Heritage – with more plans in the pipeline

It's an exciting year for Bicester Heritage. Not only is the site celebrating its ten-year anniversary, but 2023 also sees the return of the flagship Flywheel event on the 17th and 18th of June – set to welcome two jam-packed days of action celebrating all things wings, wheels and motion – a suitably spectacular tribute for the former WWII RAF bomber base.

Motorsport UK members will have exclusive access to the 20,000 tickets released for the two-day Flywheel event, as 10,000 attendees will be welcomed to Bicester Heritage each day. Flywheel will see a host of classic motoring marques join the displays along the tree-lined avenues of the historic site, with more modern displays and motorsport titans also expected to join in the celebration. Bicester Heritage's Scramblers membership club will be present in full force, promising a range of curated delights on the Scramblers Lawn, powered by Collecting Cars.

Attendees will witness the sights and sounds of the Experience and Demonstration Track in action, with live displays planned across the weekend. Bicester Heritage's 50-plus specialists will also be on-hand for attendees to discover the fascinating blend of skills and crafts that define the site – from vintage upholstery, classic oils, and historic-motor dealers, to electric single-seater racing cars and exciting new e-mobility technologies.

Vintage flight fans will be treated to a spectacular showcase, with a broad range of historic aircraft set to grace the site's grass airfield – commemorating the site's heritage as an RAF Blenheim Bomber training station, the best preserved in the country.

Across the wider site, developments are underway, with works soon to begin on Bicester Motion Innovation, a new knowledge economy area offering 230,000sq/ft to accommodate market-disrupting businesses in the mobility space. This new development draws on this desire to be a part of a symbiotic community, directly translating the successes of Bicester Motion Heritage into a new opportunity, suitable for accelerating the development of new technologies in the world of motion in all its forms.

With so many exciting opportunities on the cards, we do hope that you will join us at Bicester this year to help us celebrate!



Book your Flywheel tickets now

Flywheel lands back at Bicester Heritage on 17-18th June – for the first time since 2018. A weekend festival of automotive and aviation for all the family to celebrate 10 years of the site. Tickets go on sale on February 24th – see <https://bicesterheritage.co.uk/flywheel> for more details

NEWS IN BRIEF



Motorsport UK Academy student earns HARD prize

Daryl De Leon Taylor has won the Team HARD Scholarship 2023 after a closely contested day of assessments at Brands Hatch. De Leon Taylor triumphed in a three-way shootout against karter Peter Knight and new Motorsport UK Academy recruit Oliviera Algieri, winning a prize prize drive in the British Endurance Championship with Team HARD, together with development driver duties.

World Rallycross back in Britain

For the first time in six years, the FIA World Rallycross Championship returns to Lydden Hill on 22nd-23rd July. The Kent circuit has undergone significant development since World RX last visited in 2017, including a re-profiled, wide loose-surface opening corner and the addition of a large jump in the first half of the lap, designed to increase overtaking opportunities. The all-electric World Championship and supporting FIA RX2e Championship will be joined at the event by the Motorsport UK British Rallycross Championship 5 Nations Trophy's headlining Supercar class.

www.fiaworldrallycross.com/world-rx

Rally for the Ages – for free

HERO-ERA has announced the youth-focused 'Rally for the Ages', which is designed to encourage younger people into historic rallying. The compact one-day starter event will run from Bicester Heritage on 3rd June and reward younger teams with a free entry! Crews with a combined age of less than 70 years at the time of the rally will be eligible to a full refund of the entry fee provided they start the event.

<https://heroevents.eu/event-schedule/rally-for-the-ages-2023>



Donald Reid



Motorsport UK and the Scottish Motorsport Marshals Club (SMMC) are saddened to report the death of Donald Reid. Donald was a long standing member of the SMMC rescue team and was also a director of the Club, then a Trustee when it changed to a charity.

Donald joined the Scottish Motorsport Marshals Club in 1990 along with his brother in law, Alastair Gray, who is the clubs' Rescue

Coordinator. Over his 32 years of membership Donald clocked up 768 days on a Rescue Unit, plus around 250 days of marshalling, and many years of spectating before that. He preferred to work in the background – but he was a very competent rescue technician and revelled in a claim to fame that he was the only SMMC crew member to remove the roof from a Ferrari following a heavy contact on track at Knockhill when the driver was unable to extricate himself.

He was on the crew of an SMMC Rescue Unit at the British F1 Grand Prix at Silverstone in 1997. The Club newsletter from that time features article written by Donald about the event, which he concluded with, "We almost had a new Club member when Eddie Irvine decided to stop right beside the unit, but he said that he couldn't afford the £9 membership fee. The Ferrari mechanics were in no mood to stump up for him when we pushed the dead car back to his pit after the race, I can tell you. All in all, it was a great weekend and a privilege to be part of the best Grand Prix of the year!"

His support of rescue trainees was recognised when he became one of the club's rescue mentors just over two years ago. Although not a licensed role, it is part of SMMC's Rescue and Medical Induction and Training Framework. He was an extremely active member of SMMC, and the Rescue Team, and he was well-respected by those who worked with him on Committee and alongside him on many events on a Rescue Unit. Two families have benefited from Donald's wish to be an organ donor.

The Marshals and Officials at the Grant Construction Stages Rally at Knockhill Racing Circuit held a minute's silence on Saturday 18th February in tribute to his volunteering of over 1000 days across 30 years to motorsport.




JAGUAR D-TYPE

The Jaguar D-type is one of the ultimate racing sports cars of a generation. It won the Le Mans 24 Hours three times in a row in the mid-1950s and now, nearly 70 years on from its debut, it remains an incredibly sought-after racer. **Paul Lawrence** has the details

Paul Lawrence



A dark blue Jaguar D-type sports car is shown from a front-three-quarter view on a racetrack. The car has large, rounded fenders, prominent round headlights, and a white racing number '52' on the front. The driver's helmet is visible in the cockpit. The background is a blurred green field and a cloudy sky.

With car values now measured in millions for cars with strong provenances, D-types are still raced, albeit sparingly, in prominent historic races across the world. Notably, Goodwood and the Le Mans Classic are high on the agenda for racing owners, while the Woodcote Trophy series from Motor Racing Legends is another platform for these exquisite sports-racers.

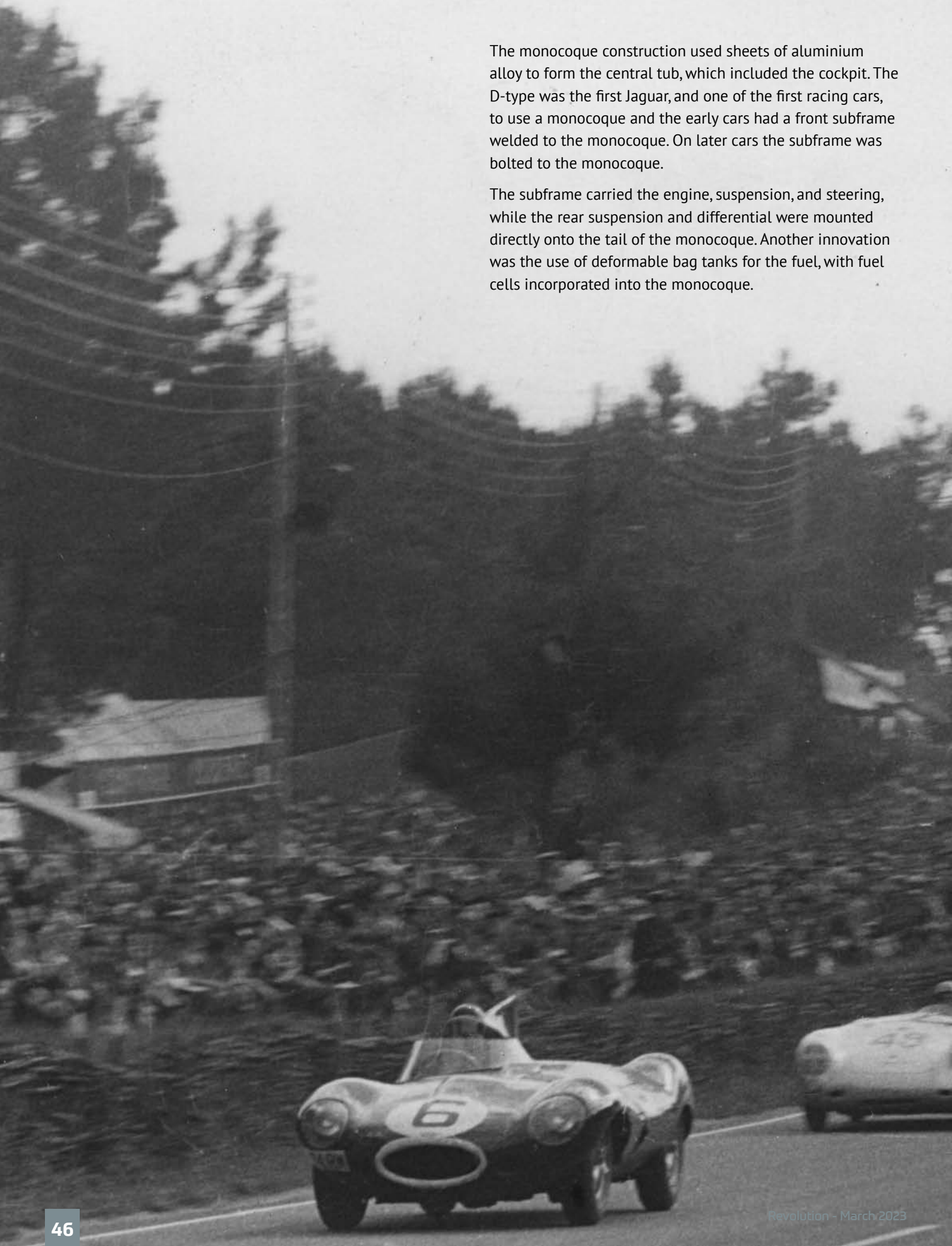
Back in 1954, Jaguar unveiled the D-type to an appreciative audience as the British challenger to Ferrari and Mercedes in the new World Sportscar Championship. The D-type took over from the C-type, or XK120C, which was twice a winner at Le Mans in the early 1950s.

The D-type design drew considerably from aeronautical engineering expertise. Importantly, the sleek D-type broke new ground in using a monocoque construction, rather than the spaceframe that had become the accepted norm for racing car manufacture.

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The monocoque construction used sheets of aluminium alloy to form the central tub, which included the cockpit. The D-type was the first Jaguar, and one of the first racing cars, to use a monocoque and the early cars had a front subframe welded to the monocoque. On later cars the subframe was bolted to the monocoque.

The subframe carried the engine, suspension, and steering, while the rear suspension and differential were mounted directly onto the tail of the monocoque. Another innovation was the use of deformable bag tanks for the fuel, with fuel cells incorporated into the monocoque.



Though there was much that was new about the D-type, several concepts were successfully carried over from the C-type, including disc brakes and the well-proven XK engine. However, the engine was developed to suit the new model, for bodywork expert Malcolm Sayer, drawing on his aviation experience, required a very low frontal area for the D-type.

To drop the height of the XK engine, a dry-sump oil system was designed, and the engine was installed at eight degrees to the vertical. The result was a considerably lower frontal area, capped by the trademark off-centre bulge in the bonnet to accommodate the top of the engine. At its highest point, the D-type stood just 32 inches tall.

With the top speed at Le Mans firmly in mind, Sayer also paid attention to the underneath of the car and created a low-drag floor. Finally, in a bid to increase high speed stability,

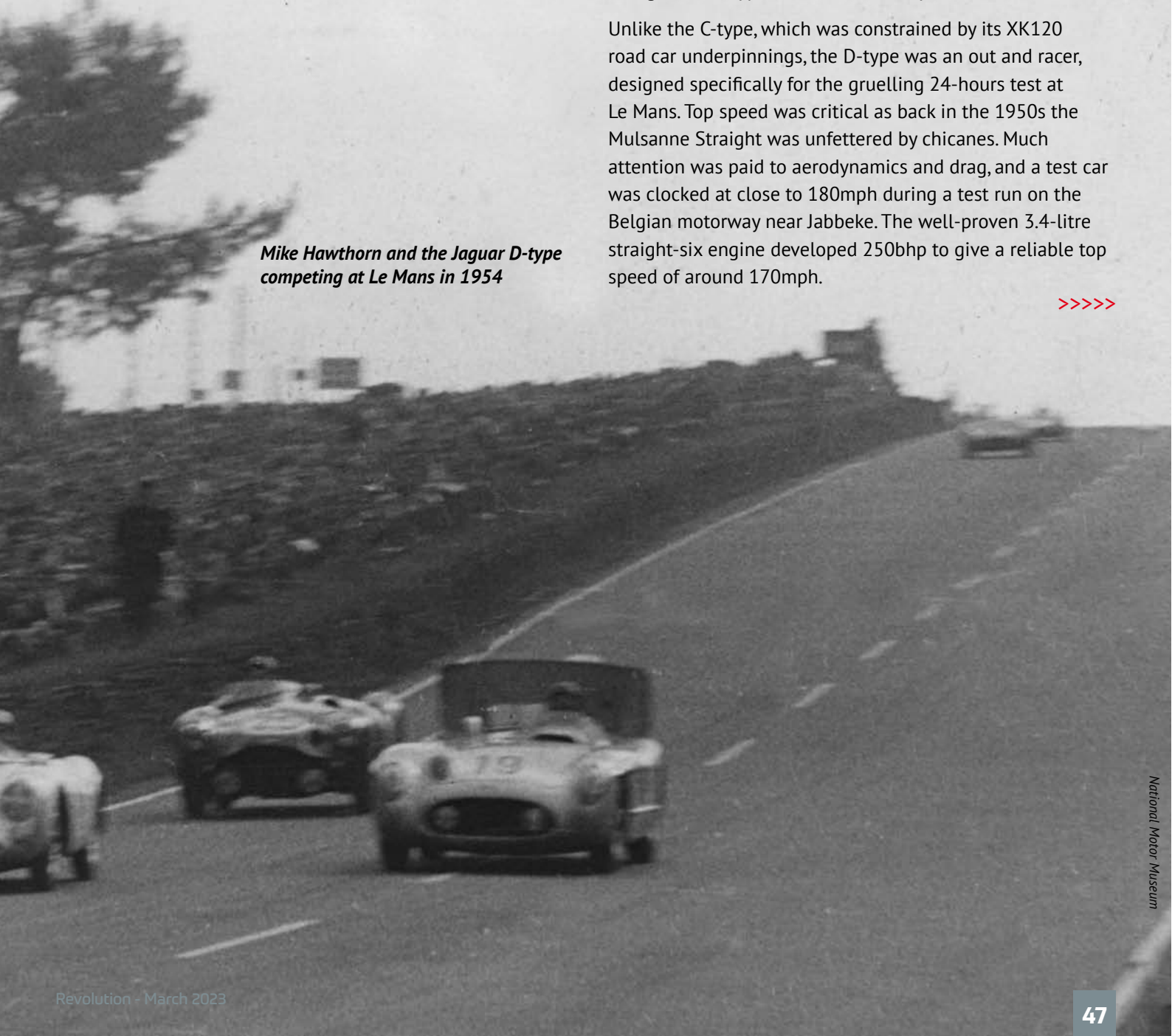
and in response to wind-tunnel testing, a large vertical fin was added behind the cockpit. The car was designed without compromise to continue and further enhance the Jaguar brand as it took on the world. Victory at Le Mans was the target for it would carry huge marketing and advertising value for the brand. A whole season of work and development focussed on that Le Mans win, the single most important event on the racing calendar.

With the horror of World War Two less than a decade past and the privations of rationing still fresh in the nation's memory, the D-type became a motor sport success story that captured the heart of the nation. The car was automotive beauty, and the drivers were heroes at a time when austerity remained a key part of everyday life. Yet, ironically, it was a small private team based in an Edinburgh Mews that brought the D-type the success it truly deserved.

Unlike the C-type, which was constrained by its XK120 road car underpinnings, the D-type was an out and racer, designed specifically for the gruelling 24-hours test at Le Mans. Top speed was critical as back in the 1950s the Mulsanne Straight was unfettered by chicanes. Much attention was paid to aerodynamics and drag, and a test car was clocked at close to 180mph during a test run on the Belgian motorway near Jabbeke. The well-proven 3.4-litre straight-six engine developed 250bhp to give a reliable top speed of around 170mph.

Mike Hawthorn and the Jaguar D-type competing at Le Mans in 1954

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Under the team management of Lofty England, the works squad headed for Sarthe, France, in 1954 with high expectations, backed up by a strong showing during the D-type's public debut at the Le Mans test in early May. England expected!

Stirling Moss and Peter Walker drove the lead car, but contaminated fuel caused the team major dramas and only the Tony Rolt / Duncan Hamilton D-type survived for 24 hours, running strongly to take second place to the Ferrari 375 of Maurice Trintignant and Jose Froilan Gonzales. Rolt and Hamilton were a lap down on the Ferrari, but 18 laps clear of the other 15 finishers.

Despite the disappointment of failing to win at Le Mans, the speed of the D-type was underlined by a one-two finish in the 12-hours of Reims in July, when Peter Whitehead and Ken Wharton headed home Rolt and Hamilton by the significant margin of eight laps.

Masten Gregory and Innes Ireland shared this D-type during the 1958 Tourist Trophy at Goodwood

Back in Coventry, Jaguar re-grouped over the winter of 1954/55 and resolved to go back to France and win Le Mans in 1955. Sadly, the 1955 race earned a grim place in motor racing history following the terrible tragedy that claimed the lives of more than 80 spectators opposite the pits. Pierre Levegh's Mercedes was catapulted over the banking and disintegrated as it flew into the crowd, with catastrophic consequences.

Under directions from Germany, the Mercedes team eventually withdrew after the accident, but Jaguar continued in the race and the works D-type of Mike Hawthorn and Ivor Bueb took a sombre victory. Hawthorn had been fortunate not to be involved in the accident that happened around two and a half hours into the race. Inevitably, it was a low-key finish and did not bring Jaguar the positive press coverage that it had hoped for ahead of the race.

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Racing a D-type on circuits today

Given that the D-type is a stunning and hugely effective race car and remains in very limited supply, it is no surprise that car values have escalated rapidly over the last two decades. Original cars rarely come up for sale, but in 2016 'XKD 501', the 1956 Le Mans winner went to auction at Pebble Beach.

Back in 1999, '501' was sold for £1.7 million. Fast forward 17 years to 2016 and the hammer went down at a remarkable £16 million. It has surely appreciated further in the last seven years. Other original cars with less prominent histories have values measured in many millions of pounds.

With the value of original cars now so high, it is little wonder that most of the surviving cars live in temperature controlled retirement rather than being raced. However, events like the Goodwood Revival and the Woodcote Trophy series run by Motor Racing Legends can still tempt one or two cars to the grid.

One of the most active racing D-types of the last decade is the car owned and driven by Ben Eastick. Though this is not a complete period car, Eastick is very clear about its back story.

Eastick explains the car's history: "In the 1990s we decided to assemble enough original parts engine, gearbox, back axle, brakes, to build a car exactly as it was at Le Mans in 1955. We've raced it every year since and contest at least eight or nine events every year. 28 years after I first raced it, I still get excited at the beginning of the season. It's not a museum piece but sadly, some of them are becoming collectables."

As probably the most raced D-type of the last decade, Eastick says that the car is remarkably robust. "Funnily enough, we found a crack in the tub in the winter of 2021/22. We hadn't had the tail off for about five years, but you know, it was built to last 24 hours, not 27 seasons, so it's not done bad."

For Eastick, racing the D-type is a glorious experience that never loses its thrill and appeal. "I love it and it's like an old pair of slippers. You know, I can jump into it after six months and, within five or six laps, be on the pace again. It's

wonderful. And I think it's part of me, it's something that's part of my life. It's part of my spirit. There's a few of us, like me and Gary Pearson, that would never part with them."

Of all the circuits Eastick takes the car to, Thruxton is at the top of his list for sheer enjoyment of driving such a classic car. "Thruxton in a D-type is mega. It's even better than Goodwood if I'm honest. It flows and it suits the D-type, especially through Church. That's one hell of a corner in the D-type. Thruxton sorts out the men from the boys.

"It's a special place and we get our legs and you've got to go into your inner self at Thruxton before you get in the car. You've got to think about it. I mean, at circuits like Donington Park or Silverstone you jump in, and you just go. At Thruxton you really need to think about what you're doing but it is massively rewarding."

Eastick shares the car in the hour-long two-driver Woodcote Trophy races and his current partner is former BTCC racer Karl Jones. Eastick says: "He's a character. He's a lovely chap and one of the nicest guys in motor sport. Neil Cunningham was the same, I have to say. You know, I've been very lucky with co-drivers. Tony Dron and I won at Donington together, and Tony's last win was with me. So that was pretty special. It was about 10 years ago now in the D-type."

Jones is a huge fan of the D-type as a race car. "It is just as enjoyable as the Sierra RS500 touring car was back in the late 1980s. In the very fast corners they're constantly trying to bite you in the backside, but on the limit it is just fantastic. Very rewarding.

"It's special to be able to drive the D-type and I'm just very privileged to drive such a wonderful and iconic car. I think that somewhere like Thruxton really suits it because it's so fast and flowing out the back and the car moves around a lot on the bumps. So you're constantly working the wheel and it's just absolutely wonderful. There's nothing better!"



D-types competing in the Motor Racing Legends series





XKD 603 flies through the Goodwood chicane with Martin Stretton at the wheel

Equipped with a longer nose in a bid to further increase top speed and an uprated XK engine, the D-type was now much in demand as a sports racing car and teams like Ecurie Ecosse and Duncan Hamilton raced the cars all over the world.

Hamilton was a great proponent of the D-type and spoke about the car from the perspective of 40 years. "The D-type was an even better car than the C-type and the C-type had certainly been no slouch. On the D-type, the synchromesh was so good that changing gear was never a problem, even if the driver was very tired in a race like Le Mans. Early in January 1957 I bought one of the 1956 works cars. The factory was not racing in 1957 and was prepared to sell some of its cars to certain friends. Ecurie Ecosse bought two."

Mercedes quit the sport after the 1955 disaster, and it seemed probable that Jaguar would dominate the '56 Le Mans race. However, the works team suffered disappointing reliability and only got one car home in sixth place. In contrast, the private Scottish team of Ecurie Ecosse rescued Jaguar honour in the face of challenges from Aston Martin and Ferrari, with a winning performance from its D-type crewed by Ron Flockhart and Ninian Sanderson.

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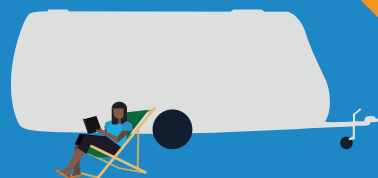
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As customer D-types proliferated in sports car racing, other wins came at Reims, Silverstone, Watkins Glen, Goodwood, and Nassau. The D-type gave smaller teams a chance to beat the best, and the limited production output of completed race cars quickly found eager buyers.

Having achieved its Le Mans ambition, the Jaguar works team withdrew from racing at the end of 1956. Ironically, the '57 Le Mans 24-hour proved to be the pinnacle of the D-type's racing career. Privately entered cars dominated the race, finishing first, second, third, fourth and sixth, with Ecurie Ecosse taking a fabulous one-two with the cars of Flockhart / Bueb and 'Jock' Lawrence / Sanderson.

Cars from the Los Amigos, Ecurie Nationale Belge and Duncan Hamilton teams packed out the rest of the top places as the D-type stood at the top of the sports car racing world. Ferrari, Maserati, and Aston Martin were soundly beaten into the minor places.

From the high of 1957, the D-type now slipped into a steady decline, not helped by a rule change at Le Mans that introduced a 3-litre engine limit for the 1958 race. The faithful and hugely effective 3.8-litre XK engine was re-worked accordingly, but it never had the reliability of the bigger engine and none of the four cars entered for Le Mans in 1958 finished the race.

Back home, however, a young Jim Clark showed his pace by winning national races in a D-type entered by the Border Reivers team. The D-type was represented again at Le Mans in 1959 and,

finally, in 1960, but made little impression against the latest cars from Ferrari and Aston Martin. The Le Mans glory era for the D-type had lasted just four seasons, but elsewhere the cars carried on winning through to the end of the 1950s with the Briggs Cunningham team scoring many US successes.

Although now an aging design, D-types were still racing all over the world into the 1960s, but the 1953 design was being steadily out-classed. One of the last significant results came in September 1961 when Mike Salmon won the Autosport three-hour race at Snetterton in 'XKD 504'. That was an ex-Ecurie Ecosse car, which Salmon later sold for just £1750 in 1962. A decade after the car's debut, the D-type had come to the end of the line as a contemporary racing car.

The D-type was in production for just four years from 1954 and it is believed that 87 cars were constructed. Of those, 18 cars were built for the Jaguar factory team and another 53 were built and sold to private race teams. In February 1957 a catastrophic fire at the Jaguar plant at Brown's Lane in Coventry destroyed at least nine cars and damaged several others.

The final chapter in the D-type production story was the Jaguar XKSS, a road-going version of the D-type. A total of 16 un-used D-type chassis were converted into XKSS models, with the addition of a second seat, a full-width screen, and a simple soft top. It was a final bid to recoup some of the money spent on the D-type racing project as Jaguar boss Sir William Lyons recognised an opportunity to tap into the growing US demand for high performance European sports cars.

>>>>>



Paul Lawrence

The Ecurie Ecosse team campaigned '603' all over the world in 1957. Teamed with Jock Lawrence for the Le Mans 24-hours, Ninian Sanderson gave '603' its finest result with second place to complete the team's one-two.

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But it is as a sports-racer without compromise that the D-type is remembered. It remains one of the most beautiful racing cars ever to emerge from Great Britain and rightly carved its place in racing history. Many cars survive today and a few of them still grace the tracks of the world at historic racing festivals. Nearly 70 years after it first broke cover, the Jaguar D-type remains an all-time great.

‘XKD 603’ – one of the best D-types

Nearly 70 years on, of all the D-types built in the mid-1950s, one of the most original and well documented is chassis ‘XKD 603’. Built new for the 1956 season, Mike Hawthorn gave it a race debut at Silverstone in May. It was one of 11 long-nosed cars built by the factory, of which just six are said to remain.

Over the last weekend of July, at the height of the 1956 summer, Paul Frere and Desmond Titterton raced it at Le Mans as a works entry but retired after just two laps following an accident. At the end of the season ‘603’ was sold to the Ecurie Ecosse team in Edinburgh.

The Scottish team campaigned ‘603’ all over the world in 1957, often in the hands of Glaswegian car dealer and practical joker Ninian Sanderson. Teamed with Jock Lawrence for the 1957 Le Mans 24-hours, Sanderson gave ‘603’ its finest result with second place to complete the team’s one-two.

In 1958 and ‘59, ‘603’ returned to Le Mans as part of the Ecurie Ecosse team but failed to finish either race. In its time with the factory and Ecurie Ecosse, it contested 19 races.

In late 1959 it was sold to America, possibly on the premise that it was the 1957 Le Mans winner, before being bought by British collector Anthony Bamford in the early 1970s. Over the following four decades years, ‘603’ had a largely continuous history as historic racing evolved. Frank Sytner and Willie Green raced the D-type with typical brio for Bamford with much success and the renowned Pearson Engineering team tended the car through that era. Gary Pearson counts himself fortunate to have tested and raced the car.

“It’s the best D-type in the world and one of the best cars I’ve ever raced,” said Pearson, who has raced Jaguars for four decades. “It is very, very proper and has the original bodywork, engine and gearbox.” Now owned by Clive Beecham, this glorious piece of motor racing history is in good hands and is used sparingly, but not raced, in suitable events. 🌀



Thruxton allows the D-type to stretch its legs and challenges the driver when driven at the limit





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7

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PROTESTS AND APPEALS

Most competitors will never have lodged a Protest or Appeal. Here *Revolution* outlines the processes involved

As part of the judicial process at any Motorsport UK-licensed Event, competitors are entitled to lodge a Protest against another competitor if they believe that competitor has committed a breach of the regulations.

Similarly, competitors have the right to lodge an Appeal against a decision, act, or omission by an official where they believe such decision or action has been made in error or the official has failed to act in accordance with the regulations.

Protests will normally be dealt with by the Clerk of the Course, while Appeals against a Clerk's decision will be heard by the Stewards. Unless it is a Technical Eligibility Appeal against the eligibility decision itself, in which case the Appeal will be direct to the National Court. An Appeal only against the penalty applied by the Clerk can be dealt with by the Stewards. Any further Appeals against a decision of the Stewards will also be heard by the National Court.



While Protests and Appeals are not particularly common in motorsport, they are a mechanism which Competitors are entitled to utilise (subject to certain restrictions) where they consider something inappropriate has occurred, or if they have been unfairly treated. A fee or deposit is payable for lodging a Protest or Appeal, but this will normally be refunded if the Competitor's case is upheld.

As most Competitors will never have lodged a Protest or Appeal, they may not be familiar with the process for doing so. The process is, in the main, logical, and not unduly complicated, but it is important that the correct steps are followed if such a Protest or Appeal is to be fully considered. An incorrectly framed Protest or Appeal can be rejected, and the fee forfeited.

As part of their training Motorsport UK licensed officials are advised that they should not provide advice to competitors

on how to go about submitting a Protest or an Appeal. This is not because officials want to appear unhelpful, or because they wish to discourage the lodging of such challenges. It is simply that if they provide, in good faith, advice which is followed, but then subsequently turns out to have been incorrect, the competitor may unwittingly forfeit their rights in that case.

Those who receive Protests or Appeals for consideration will, in fairness to all parties, expect the competitor to know the correct process and to have followed it and are unlikely to waive the requirements for due procedure on the basis of incorrect advice having been given.

All the relevant procedures are set out in detail within the General Regulations in the Motorsport UK Yearbook. Protests are covered in Chapter C.5, while Appeals to the Stewards are in Chapter C.6 and Appeals to the National Court are in C.7

>>>>

However, to assist competitors – to whom the process may well be new – Motorsport UK provides a series of simple one-page guides on the key steps for lodging a Protest or Appeal. There are four such documents covering:



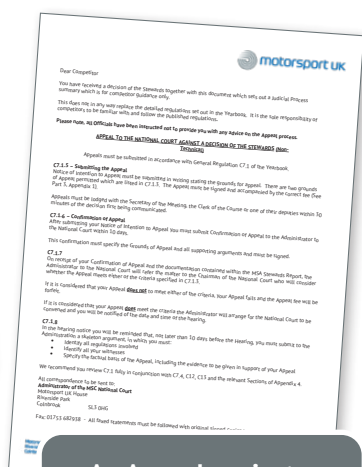
A Protest against another competitor



An Appeal against a Clerk of the Course decision – non-technical



An Appeal against a Clerk of the Course decision – technical



An Appeal against a Stewards of the Meeting decision

Each of these guidance documents is available in the Motorsport UK website Resources Centre, [HERE](#). Select 'Competitors & Licensing' on the left-hand column, and then 'Judicial Notes for Guidance' in the subsequent list, also in the left-hand column.

Where an Appeal is being made to the National Court, the initial step is lodge a brief Notice of Intention to Appeal within the prescribed time limit (with the relevant fee or undertaking to pay it). There is then a more detailed timetable which must be followed for submitting full

details of the Appeal and responding to the other party's submissions (see Chapter C.7 of the Yearbook).

While Protest and Appeal procedures may appear daunting at first sight, the documents referred to above should assist in guiding you through this and Competitors should not be discouraged from pursuing a Protest or Appeal where they have good grounds. Fairness and equity are cornerstones of our sport, and it is important that any potential grievances are lodged correctly, considered fully, and dealt with appropriately. Only by doing so will we ensure a fun, fair and safe sport for all.

Workings of the Court

Jamie Champkin, Motorsport UK Regulatory Counsel and Disciplinary Officer, is as familiar with the inner workings of the National Court as anybody.

"The panel of permanent judges is headed by three barristers and a retired solicitor, all of whom have experience of competing in motorsport, and they are led by Mark Heywood QC," explains Champkin. "The fifth member of the panel is an extremely experienced international motorsport steward and also a lay magistrate. Therefore, the Chairs of the Court are all experienced in delivering the administration of justice and have between them approximately 150 years of experience." Additionally, depending on the nature of the case, the judges can call on the guidance of experienced motorsport officials such as race stewards to advise on driving standards and technical officials on Eligibility Appeals.

"The independence of the court is absolutely vital," says Champkin, explaining that despite being funded by Motorsport UK the National Court is a separate body. "If it was not independent then it could not possibly exercise its function 'judicially'. To act judicially literally means to sit in judgment fairly, taking into account all the available evidence; in other words, the principle of the fair hearing that we are used to in our everyday existence is mirrored in the judicial structure of our sport."

A hearing is only 'fair' if all relevant parties have the opportunity to present all admissible evidence, be that witness testimony or documents and images. Crucially, the court upholds the right to cross-examine witnesses, just as any proper court should. "These are basic human rights and are essentially enshrined in the function of the National Court," says Champkin. Transparency, meanwhile, is every bit as important as a fair hearing. That's why reports are published in full for all National Court cases, both on Motorsport UK's website and in Revolution. While Clerks of the Course and Race Stewards typically do an excellent job during race meetings and other events, the National Court



How to submit an Appeal or Protest

Key elements which Competitors must remember in all cases are to:

- Submit the Protest or Appeal within the relevant time limit
- Submit the Protest or Appeal in writing (a helpful proforma document to assist Competitors is available in the Resource Centre but it is not essential to use this – any piece of paper will suffice)
- Provide details of your grounds for Protest or Appeal – covering what you consider to be wrong and why you believe this, together with the relevant regulation references
- Sign the written document
- Pay the relevant fee (or sign an undertaking to pay this to Motorsport UK within seven days).

can often be better placed to reach a fair verdict – not least because a case may be heard a significant time after the fact, allowing new evidence to come to light.

An important function of the court is to sit as the appeal body for technical cases. If a competitor has been disqualified on technical grounds and chooses to appeal the technical decision, for instance, the case will be heard in the National Court.

“In these cases, the procedure is entirely by written submissions which are exchanged for comment. The UK court is fortunate to have access to technical and legal expertise of the highest calibre to determine such detailed cases involving the interpretation of regulations in a practical context.” Technical infringements, however, make up only a small proportion of the National Court’s work. More common are appeals, plus investigatory and disciplinary cases. Champkin describes the latter as “frequently being an excess of passion for the sport”.


That might concern parents of a young competitor causing problems in parc fermé, for instance, feeling that some

slight has been directed towards their child. Or it might be a driver effectively using his or her vehicle as a weapon on track. Understandably, such cases must be heard by a fair and independent judiciary so that other competitors can be protected, and the highest behavioural standards be upheld. “By the time cases are heard,” adds Champkin, “it is true to say the heat has gone out of a situation and therefore the person appearing before the court is presenting in a different light altogether. That is where the judicial ability of the court to strike a balance between maintaining the regulations and arriving at a just outcome is critical, and in turn is the justification for the composition of the court.” In recent years, Champkin has noticed a significant rise in the level of abuse being directed towards competitors and officials on social media.

In response, Champkin and his colleagues have worked closely with Motorsport UK’s Safeguarding Team (see *Revolution* October 2022 [HERE](#)) to refine their regulations and policies to help manage such situations. This review is dynamic. The intention is to deal with problems on social media in a proportionate manner, but with a zero-tolerance approach. Where necessary, Champkin says he “will have not the slightest hesitation in putting the conduct before the National Court.” Occasionally, technical infringements and disciplinary hearings are one and the same – the common term in this instance is, of course, cheating. Champkin recalls one particular case: “Some years ago, a very significant case of what can only be described as deliberate and persistent cheating arose involving kart engines with a fully established machine shop having been set up for the purpose. The miscreants were banned from the sport and fined what was then the maximum of £26,500.” The maximum fine today is £60,000 and can be enforced, if necessary, by means of the County Court debt mechanism.

After all, by taking out a competition licence, a motorsport competitor is contractually agreeing to be fined in case of any wrongdoing. The Tribunal Room at Motorsport UK House, and more recently the conference room at Bicester HQ, have been witness to an enormous number of cases over the years, be they technical, disciplinary, or investigatory in nature.

Sometimes, on investigation, a matter may be different to its first impression and therefore as a Governing Body, Motorsport UK may choose to handle the matter without reference to the Court, for example by written undertakings as to future conduct.

All Competitors and other licence holders who are Disqualified or suspended from holding a Motorsport UK Licence are logged on the Suspensions Register, which is a publicly accessible document. 



North Devon Motor Club

The low-cost, high action discipline of Autocross has helped this club – and some of its former members – go from strength to strength

Around ten years ago, the committee at North Devon MC was struggling to attract a big enough entry list to make its Autocross events viable. Now, it runs two rounds of the ASWMC Championship and is a model example of how to make this type of grassroots competition become a flagship format.

The club, which was formed in 1946, now has more than 100 active members and a thriving social scene. It runs events ranging from Treasure Hunts and Navigation Exercises to Production Car Auto Tests, Trials, Sprints and even Rallies, but it is Autocross that has played the biggest part of driving the club forward.



The club has more than 100 active members and a thriving social scene



North Devon MC hosts two rounds of the ASWMC Autocross Championship





“We have good membership and I think that is helped by the variation of events that we do,” says Club Chairman Brad Down. “We are one of the first Trials of the year, so we get a few members through that, and when we introduced a Targa Rally, we gained a few more people, but our members are most active in Autocross.

“It’s a perfect entry level discipline. You do not have to spend a fortune on your car – you can if you want, but you can also just get a cheap old car that meets the regulations and have fun. It

wasn’t very long ago that the numbers were really low, and we were struggling to cover costs, but that has changed a lot now.

“I think the cost of other disciplines went up and Autocross appealed to people because entries and licenses are cheaper. If you want to go Stage Rallying, you spend £500-600 for an entry and thousands on the cars, tyres, fuel. Autocross is £130-£140 for a 2 day event, with a discount offered to Junior Drivers. Money for mile, I don’t think you’ve ever beat Autocross.”





The Club has its own clubhouse in the barn



North Devon MC has been able to attract a younger generation to the joys of competitive motorsport



Back in the early 1970s, some members of the club had the foresight – and the funds – to purchase a 52-acre field. That has been the club's base ever since and the barn that was on the site is now a clubhouse, with toilets and indoor facilities. That land ownership has been an important part of the club's long-term success.

There are now two rounds of the ASWMC Championship on the site, in May and July, with around 50 competitors turning up to each event and vehicles ranging from unroadworthy cars that which have been repaired and prepared for Autocross, to motorbike-engine mini space-framed specials. The scene is vibrant in the region, and the club makes sure it goes above and beyond to impress.

Down adds: "For the summer Autocross, we hold a party in the barn. We run a BBQ, get a band in for the evening, we make it a social weekend, and everyone can mingle. It is a really important part of our season, and we work just much on the social evening side as we do on the daytime.

"We don't push the club particularly, because people are just there to do their thing, but we do have lots of pictures hanging up showing events from years gone by across all the different disciplines where club and club members have been involved in. There's a lot of history and that gets a talking point going.

"The location is a little bit of a disadvantage because the nature of the road network means getting to us requires a bit of a trek from anywhere, but people make an effort to come to our event, and we do get some that come to the Autocrosses then get involved in other events like a Targa or a Sprint."

Another benefit of Autocross is its appeal to the younger generation, which has led to the club's roster being populated by members at both ends of the age scale. And while many of the Autocross competitors stick to that discipline, some members in the past have gone on to achieve success at a higher level.

“Autocross is a good stepping-stone,” says Down. “Dan Rooke, who went on to become the British Rallycross champion, started off in Autocross as a junior. He was originally from Holsworthy Motor Club but later on he joined us and ran in our Autocross events. His dad is still very much involved.

“Jack Thorne also started off doing Autocross as a North Devon Club member. He went into the Super 1600 category of British Rallycross and was British champion twice, in 2014 and 2018, then competed in Europe in 2019. He came back to do an event with us two years ago.”

The club promotes itself through the usual channels – Facebook and the club website – but also through a club newsletter and magazine, which come out alternately every month. The Club either charges members a small extra fee for a print magazine or sends it digitally to emails across its network.

That network spreads far and wide, thanks in a large part to Autocross and the ASWMC Championship. This season will see seven events run by a number of different clubs, spanning April to September. Its success is down to collaboration, as the clubs involved work together to promote the sport across the region.

“In years gone by, there was the British Autocross Championship,” recalls Down. “That dwindled away because further up north there just wasn’t so much of the following for Autocross and, for whatever reason, people branched off into different disciplines. But the ASWMC Championship has been running for many a year.

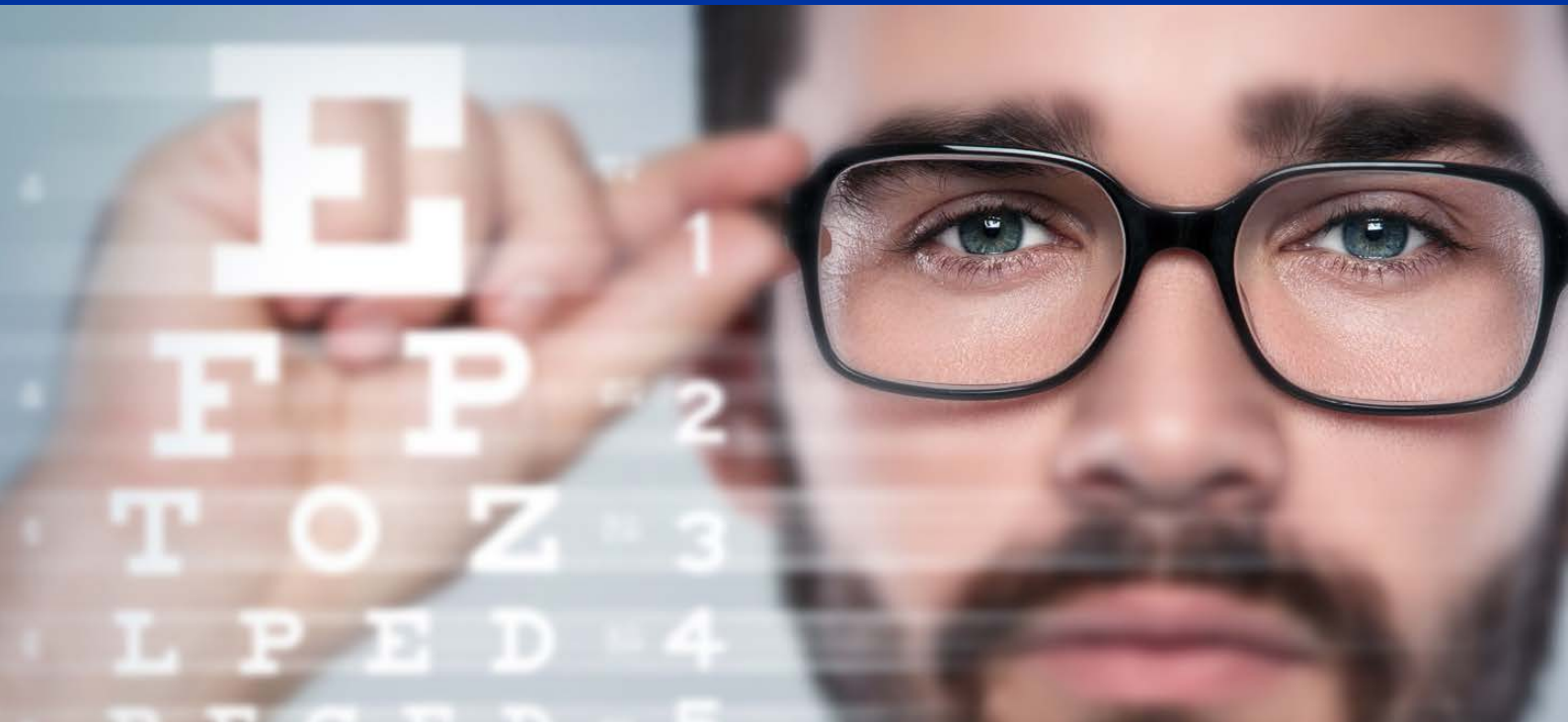
“Most clubs run their own event, while some amalgamate together to run an event as they do not have enough manpower to do it individually, but together they can. And with the championship, you often find that someone might not be able a particular event, but in three weeks’ time there is another one on, so they go to that.

“The current coordinator was an ex-competitor, so he’s very driven and focused on getting competitors back in. I think that’s a key point. The championship is run by people who have been very actively involved within Autocross for years and know what people want. That is one of the keys to its success.” 🌀

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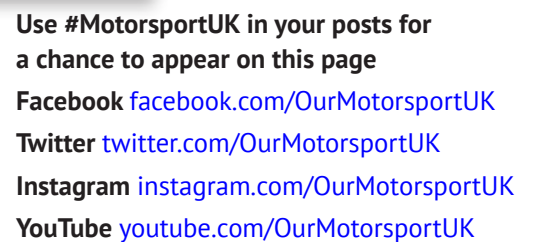
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The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are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

Sitting 20th February 2023

Case No. J2023/2

David Munro (Chairman), Ian Watson, David Scott

Mr Champkin appeared on behalf of Motorsport UK. Mr Sheridan appeared in person.

Simon Sheridan – Judgment

1. The National Court sitting as a Disciplinary Panel has considered the case of Simon Sheridan who was a competitor in the EnduroKa race at Brands Hatch Circuit on 20th November 2022.
2. There was an incident at Druids Corner during the race when, on approach to the corner, car No7 driven by Mr Sheridan was in contact with car No64 driven by Andrew Howell. No disciplinary action follows from that incident but almost immediately thereafter, as both drivers were attempting to regain the circuit there was further contact which was caused by Mr Sheridan driving into the nearside of car No64 and pushing it further off the circuit.
3. Mr Sheridan was the subject of judicial action by the Clerk of the Course, Luke Caudle, who found that his diving contravened GR C.1.1.5. The panel noted that this decision was not appealed at any time.
4. Having heard from Mr Sheridan in person and having considered the video evidence showing the incident the Court is satisfied that his driving fell below the standard required from a reasonably competent driver by GR C.1.1.5.
5. The question then arises as to what, if any, further penalty should be imposed, and given the circumstances of the original incident, the court takes the view that a verbal reprimand will suffice.
6. In addition, Mr Sheridan is ordered to pay £250 towards costs.

David Munro, Chairman
20th February 2023

Sitting 20th February 2023

Case No. J2023/3

David Munro (Chairman), Ian Watson, David Scott

Mr Champkin appeared on behalf of Motorsport UK. Mr Anderson did not appear and was not represented.

Neville Anderson – Judgment

1. The National Court sitting as a Disciplinary Panel has considered the matter of Neville Anderson who was summoned to appear before the Court following judicial decisions at Kirkistown Circuit on 27th August 2022 and 24th September 2022.
2. On both those occasions Mr Anderson had been convicted of offences under GR Q.12.21.4 and was in breach of GR A.10.1.4. Those decisions have not been appealed.
3. Mr Anderson did not attend the hearing but had made lengthy written submissions consisting of some 49 pages of notes. He also sought to provide written evidence from other Competitors in support of his case.
4. Motorsport UK relied upon video evidence of the incidents of the 27th August and 24th September 2022 together with secondary evidence of similar driving behaviour in the Northern Ireland Fiesta Championship. For his part Mr Anderson submitted 32 video clips in relation to the driving standards of other Competitors over a number of seasons.
5. The Court has given careful consideration to all the video evidence submitted by the parties, and it is self-evident that this one make Championship is fiercely contested. Be that as it may and notwithstanding the poor overall driving standards of some of the other Competitors the Court concludes that Mr Anderson was undoubtedly in breach of GR Q.12.21.4 and GR A. 10.1.4 on both 27th August and 24th September 2022.

6. His driving fell well below what is expected and required from reasonably competent Competitors.
7. The general driving standards revealed by the video footage supplied by both parties gives rise to considerable concern for the future. Motorsport UK are invited to consider their powers under GR G.1.2.3 in respect of nominating an observer for future rounds of this Championship.
8. The Court concludes that Mr Anderson's Competition Licence should be suspended for a period of 12 months but that this suspension should itself be suspended for 12 months, subject to there being no further breaches of driving standards regulations.
9. In addition, Mr Anderson is ordered to pay £500 towards costs.

David Munro, Chairman
20th February 2023

Sitting 20th February 2023

Case No. J2023/4

David Munro (Chairman), Ian Watson, David Scott

Mr Champkin appeared on behalf of Motorsport UK. Mr Bird appeared in person.

Frank Bird – Judgment

1. The National Court sitting as a Disciplinary Panel has considered the case of Frank Bird.
2. Mr Bird is 23 years of age. He is entitled to hold International Race and Rally Licences.
3. In January 2023 he applied for such Licences but failed to apply for them to be granted within a 3 hour timescale. He was intending to enter the MGJ Engineering Brands Hatch Winter Stages event. The event was to be held on 21st January and the closing date for entries was the 14th January. His 2023 Licence had not arrived as he had failed to complete the application for 3-hour processing.
4. Instead of contacting Motorsport UK to try to resolve the problem he resorted to falsifying a "Competition Licence Confirmation" which he then forwarded on 13th January to Dave Thompson who was the Entries Secretary for the Winter Stages event.
5. The document was a forgery. It was almost immediately identified as being false and checks were then made with Motorsport UK to confirm this.
6. Subsequently Mr Bird was summoned to appear before the Court to answer allegations that he had breached GR C.1.1.2(b), C.1.1.3 and C.1.1.4.
7. To his credit he had contacted Jamie Champkin, the Disciplinary Officer of Motorsport UK and had made full and frank admissions in relation to what he had done. These admissions were accompanied by an unreserved apology.
8. On appearing before the Court he immediately admitted the breaches alleged and again apologised, saying that he had panicked and that he regretted his actions.
9. The Court cannot ignore the fact that dishonest conduct in relation to motorsport generally is a serious matter, but Mr Bird's apologies are noted and accepted by the Court which has also made some further allowances in view of his age.
10. In the usual course of events a lengthy Licence suspension would be an inevitable consequence of a breach of GR C.1.1.3 and in this case the court imposes a suspension of Mr Bird's Rally Licence for a period of 12 months.
11. He may however retain his entitlement to hold his International Race Licence, but bearing in mind the Court's powers under GR C.2.1.2(e), the following condition is imposed, namely that he must undertake three days of voluntary service to motorsport before 1st July 2023.
12. The terms of such voluntary service are to be agreed with the Disciplinary Officer of Motorsport UK.
13. In addition Mr Bird is ordered to pay a fine of £1,500 together with costs of £500.

David Munro, Chairman
20th February 2023

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BTCC Liveries

Over the years, the British Touring Car Championship has seen many legendary cars with liveries to remember. *Revolution* looks through the archives to pick Six of the Best...



Team Dynamics Honda Civic

Matt Neal and Gordon Shedden, 2016

The Honda Civic FK2 was one of the most successful BTCC cars of all time and the orange and black liveries that adorned the Team Dynamics-run Type-R in this era were hard to miss. This one is perhaps the most striking and was driven to championship victory by Shedden, who secured his second consecutive title in a dramatic last-race showdown at Brands Hatch.



Ecurie Ecosse Vauxhall Cavalier

David Leslie, 1993

The Ecurie Ecosse name has appeared in many motorsport categories over the years, flying the blue and white cross of the Scottish Saltire. This BTCC machine allowed a proud Scot, David Leslie, to achieve some great drives while adorned with his national flag – including a win in the famous TOCA Shootout at Donington Park.

3



Team BMW 330e

Colin Turkington, Stephen Jelley, 2022

BMW has entered some pretty cars over the decades, including the flag-waving Warsteiner livery and the one with a large 007 logo on the bonnet promoting the Bond film Goldeneye. However, the bold styling of this WSR-run machine, one of the marque's most recent, was smart and simple yet quite stunning, with a red, blue, and violet scheme to celebrate BMW M-division's 50th anniversary.



4



Vauxhall Cavalier

**John Cleland and James Thompson /
Jeff Allam and Michael Briggs, 1995**

In a time when the BTCC was being ruled by overseas manufacturers – BMW in 1993 and Alfa Romeo in 1994 – this was the car that took Vauxhall back to the front and it did so in style with a simple, clean livery. The RML-run machine had the speed, and Cleland the talent, to take six wins and beat Renault driver Alain Menu to the title. The Vectra replaced it just a year later, but the livery lived on.

5



Ford Mondeo

**Alain Menu, Anthony Reid,
and Rickard Rydell, 2000**

In what was the final year for the Super Touring regulations, the front of the field was all yellow and blue. The eye-catching livery that adorned the machines of Menu, Reid and Rydell has become another of the championship's most memorable, as much for its success as its appeal. It was a clean-sweep 1-2-3 as the Prodrive-run Ford team triumphed time and again.





6



Texaco Ford Sierra RS500 as driven by Steve Soper, 1988

Sometimes something simple becomes a classic and this black and red beast is a case in point. The Sierra RS500 is an iconic machine, whatever its colour, and it was a tough call between this scheme and the famous light blue and white Kaliber livery run by Soper's main rival Andy Rouse. The unique 'baddie' looks, however, just gave this version the edge.

All pictures courtesy of JEP



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Graham Badham-Curry



Race and Rally Bishopscourt Stages Rally

11th March, Bishopscourt, Downpatrick, NI

The second round of this year's Northern Ireland Rally Championship will cover 35.8 miles of sealed stage roads, centred at a service park at Bishopscourt Racing Circuit. Stephen Wright and Ger Conway secured victory at the opening round of the season in Kirkistown.

www.badmc.co.uk/post/2023-race-rally-bishopscourt-stages-rally

Malcolm Wilson Rally

11th March, Cockermouth, Cumbria

The Motorsport UK British Rally Championship gets underway in early March as the Malcolm Wilson Rally plays host to the opening round of 2023. With classic stages on offer in the legendary Grizedale Forests, a new generation of BRC crews will be tested throughout an action-packed day in what will be for some, largely uncharted territory.

www.britishrallychampionship.co.uk



JEP

Russ Otway / 90right.com



Get Jerky Rally North Wales

Saturday 25 March, Welshpool

The second round of the 2023 Fuchs Lubricants British Historic Rally Championship takes crews to Welshpool for the Get Jerky Rally North Wales. The popular event takes crews into world-class stages such as Dyfi and Dyfnant as contenders in each category aim to get solid points under their belt for the season ahead.

Matthew Hirst begins his defence of the Motorsport UK Ravenol Welsh Rally Championship in association with Pirelli title in the opening round of the 2023 series, in his Delta-backed Ford Fiesta R5+. Co-driven by Declan Dear, Hirst is aiming for the treble – having won both the event and the championship twice.

www.rallynorthwales.co.uk



Paul Mitchell Photography

Cadwell Park Sprint

Saturday 25th March, Louth, Lincolnshire

After the success of its Cadwell Park Sprint in 2022, BARC Midlands returns to Lincolnshire's 'Mini Nürburgring' for the first event of its season. Over 16 popular speed series are scheduled to attend, including the BARC Connaught Speed Championship, and the first round of the SBD Motorsport UK British Sprint Championship, which returns for the first time in 10 years.

www.cadwellpark.co.uk/2023/march/sprint



Steve Miles



Tyrwhitt Drake Car Trial

2nd April, Stoneacre Farm, Kent

Maidstone and Mid-Kent MC are running the Tyrwhitt Drake Car Trial at Stoneacre Farm near Maidstone. It will be a round of the ASEMCTrials Championship. To register for the ASEMCTrials Championship contact co-ordinator Dave Fleck via the Club website. Previous competitors have described this as being a well organised event, in a valley with challenging hills. Ideal for first timers

www.mmkmc.co.uk



Festival of Power

7th-9th April, Santa Pod Raceway, Bedfordshire

Santa Pod Raceway presents the Festival of Power an Easter weekend extravaganza. Featuring the famous Jet Car Shootout, 300mph Top Fuel Dragsters and the first round of the National Drag Racing Championships, headlined by Motorsport UK Pro Modified. Off track there includes stunt shows on two and four wheels, Monster Trucks, and a family circus.

www.santapod.com

GB3 Championship

Oulton Park, 7th-10th April

The new season for the GB3 Championship kicks off at Cheshire's Oulton Park over the Easter weekend, with a packed grid of over 20 aspiring F1 contenders already confirmed in this year's line-up. Callum Voisin (Rodin Carlin), Alex Dunne (Hitech) and Max Esterson (Fortec) are among the favourites for 2023.

<https://gb-3.net>



British Rally Cross

8th & 10th April, Lydden Hill, Kent

Easter weekend sees the start of the 10-round British Rallycross Supercar Championship, with a competitive field racing at the mile-long Kent circuit on the Saturday and Monday. The 2022 title was won by Patrick O'Donovan, but Oliver Bennett won both Lydden Hill rounds.

www.rallycrossbrx.com



C/McMaster / McKlein

Oulton Park



British GT Championship

8th & 10th April, Oulton Park, Cheshire

The Intelligent Money British GT Championship kicks off its 31st season on Easter Bank Holiday weekend at Oulton Park where a 36-strong capacity entry split equally between GT3 and GT4 supercars will contest two 60-minute races. Both races are live on Sky Sports F1 and SRO's GT World YouTube channel. Please note – there is no circuit activity on Easter Sunday.

www.britishgt.com



StreetCar

Easter Bunny StreetCar AutoSOLO

9th April, Curborough Sprint Course, Staffordshire

Cannock and District Car Club is organising an Easter Bunny StreetCar AutoSOLO. This event is ideal for newcomers and experienced competitors alike. Entries opened on Friday 3rd March, and more information can be found on the club's website. This event is a qualifying round of: CDCC Wheelspin Series, 2023 ANWCC Championship and EMAMC Championship.

www.cdcc.org.uk



StreetCar

Half Night Navigational Rally

29th-30th April, Askham Bryan College, North Yorkshire

Working in partnership with Askham Bryan College, De Lacy Motor Club Ltd is running a half night road rally. The rally will consist of approximately 100 miles of competitive navigation on some classic North Yorkshire routes on OS 1:50000 Maps 105 & 100. Route instructions will be a mix of pre-plot (for novices) and 'plot and bash' handouts. On the day as part of the event, there will be a number of special tests which will count towards the results.

<http://delacymc-online.net/taurus-half-night-road-rally>



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RESULTS

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

McGrady Insurance NI Rally Championship

Stephen Wright / Ger Conway



Stephen Wright and Ger Conway emerged victorious at the Eurocables Belfast Kirkistown Stages Rally after one of the closest finishes in the history of the championship. The Ford Fiesta R5-powered crew held off a hard-charging Jonny Greer and Brian Crawford to win the event by just one-tenth of a second, after six hard-fought stages around County Down's Kirkistown Race Circuit. Organised by North Armagh Motor Club, the event involved over 70 entries, more than 20 top-spec R5 rally cars, and a strong two-wheel-drive presence. A tight battle was expected, but nobody could have predicted just how close it would be.

Latest Championship Standings

1st	Jonny Greer	30 points
2nd	Aaron McLaughlin	28 points
3rd	Derek McGarrity	27 points

KNC Groundworks Motorsport UK Scottish Rally Championship

Jock Armstrong / Hannah McKillop



Jock Armstrong and Hannah McKillop won the A.M Phillip Trucktech Snowman Rally by just nine seconds after a day of drama in the Highland forests. The first half of the day belonged to Scott Macbeth and Dan Forsyth, as the Fiesta R5 debutants were fastest on the opening two stages and third quickest on stage three despite a spin. They headed into stage four with a sixteen second lead but unfortunately rolled out of the event. Inheriting only a five second lead, Armstrong and McKillop knew they had to push hard,

Latest Championship Standings

1st	Jock Armstrong / Hannah McKillop	30 points
2nd	John Wink / Neil Shanks	28 points
3rd	Michael Binnie / Claire Mole	27 points

Protyre Motorsport UK Asphalt Rally Championship



David Henderson took the lead of the Protyre Motorsport UK Asphalt Rally Championship after winning the opening round of the 2023 sealed-surface series, the Reed Group East Riding Stages, in his Keco /PAR Petroleum-backed Ford Fiesta Rally2. It was a titanic battle for victory, with the top three finishers covered by just 10 seconds. Henderson was seeded #1 and ran first on the road – a tricky starting position on damp East Yorkshire lanes. Although he and co-driver Chris Lees only set one fastest stage time (out of eight), consistency paid dividends as they won the event by 3.6 seconds.

Latest Championship Standings

1st	David Henderson	30 points
2nd	David Wright	28 points
3rd	Elliot Payne	27 points

Fuchs Lubricants British Historic Rally Championship

Russ Orway / 90 Right



In a tooth-and-nail battle which was fought out across every one of the Riponian Stages Rally tests on Sunday 12th February, it was Roger Chilman who came out on top, taking his maiden Fuchs Lubricants British Historic Rally Championship victory. In a four-way fight for the lead, it was the Ford Escort MKII crew of Chilman and co-driver Patrick Walsh who kept their cool to take the first win of the season.

Latest Championship Standings

1st	Roger Chilman	31 points
2nd	Tom Walster	26 points
3rd	Adrian Hetherington	23 points

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The MPB Parting Shot

Rowena Purdy has competed on over 100 rallies as well as the odd hill climb and sprint. She currently competes in the Motorsport News / Historic Rally Car Register's Historic Road Rally Championship – in Poppy the 1966 Porsche 912 – and marshals on rally events.

In 2014, Rowena was diagnosed with gender dysphoria and subsequently transitioned. She is a member of the Racing Pride community, sits on Motorsport UK's LGBTQ+ expertcommittee, and is a rallying member of the British Women Racing Drivers Club.

An active supporter of transgender competitors, Rowena uses her experiences as a transwoman rally competitor, and Poppy of course, to promote the inclusivity of motorsport for all.