


Revolution

April 2023

The official magazine of  motionsport uk

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CEO's MESSAGE



At the beginning of March, I travelled to Cumbria on the invitation of Malcolm Wilson; taking the opportunity of not only visiting the headquarters of M-Sport, but also dropping into the first round of the Motorsport UK British Rally Championship (BRC) that is incorporated into the Malcolm Wilson Rally. I

was travelling with several colleagues from Motorsport UK and Malcolm warmly welcomed us on the Friday afternoon. Despite the hum of activity that was taking place on his site, as the rally went through its pre-event processes, he kindly took us on a tour of his ever-expanding estate that is located just outside Cockermouth.

I think by his own admission, basing a global motorsport engineering business in Cumbria does not make for the easiest of logistics, but growing up there, he clearly held the dream to keep his roots firmly in this part of the world. I've known Malcolm since 1995 when I joined Prodrive and became part of the Subaru World Rally Team, travelling around the world on the WRC and enjoying fierce battles with the M-Sport prepared Ford Escorts and Ford Focus'. After winning the world championship with us in 1995, Colin McRae later moved to Ford and along with Nicky Grist enjoyed great success, but never quite saw everything come together to achieve another WRC crown that he so richly deserved. One highlight of the tour was the 1999 Colin McRae Safari Rally-winning Ford Focus RS, resplendent in its Martini livery, and preserved as it finished the event in one of the hallways of the building. It was great to be reminded of this era of rallying and the fierce competition between so many top drivers and top teams.

The main preparation workshops are as impressive, filled with a collection of Fiestas being built for customers around the world, as well as the WRC 1 Puma's in various states of build for the upcoming WRC events. Seeing the WRC car stripped of its super lightweight bodywork reveals the prototype nature of these cars that are fundamentally a spaceframe, retaining practically nothing of the original manufactured car. It's pointed out that there is a small slither of the factory roof above the A pillar and that is pretty much it, and everything else is pure prototype. There is no doubt that the latest generation of WRC cars are absolutely spectacular and certainly bear comparison to the fabled group B cars of the 1980s, however, one downside that Malcolm pointed out is that they are very vulnerable to any accident damage as there is little or no metalwork to form any crumple zone, making them extremely expensive to repair.

As we continue, we see examples of the Bentley GT Continental race cars. That project showed the versatility of Malcolm's engineering team, with the car winning on a worldwide and domestic level, including lifting the 2017 British GT title. Looking at the sheer size of the Bentley Continental you can't help but marvel at how they manage they turn this into a lightweight GT machine that could take on the might of Porsche, Ferrari and Lamborghini.

But the highlight of the tour was left to the end when Malcolm took us on some laps of the new circuit that has been built at the far end of the site. It has been designed to meet FIA track specifications, but purely for testing purposes, and has a dazzling number of different configurations that can be wrought from its complex straights and curves. It certainly provides a huge challenge and test for any vehicle and I'm sure it's going to be a valuable property for the British manufacturing industry. For it is with a much broader purpose that Malcolm has created this facility, with corporate suites above the pit complex and the ability to host large numbers of guests and media within the circuit. I left incredibly impressed by everything that Malcolm has achieved with such energy and dedication towards his own community in Cockermouth, and the exports he has produced for Britain on a global stage.

After the tour it was time to head down into the workshops where the rally crews were assembling and completing scrutineering for an early start the next morning. We dropped by to see the organising team that comprised 48 listed officials, demonstrating the scale of organisation



Hugh enjoys chatting with marshals, officials, rescue crews and medics on the Malcolm Wilson rally

and volunteer support to put on such an event. The Malcolm Wilson Rally has been running since 1975, coinciding with Malcolm's first BRC title and has a rollcall of famous competitors and winners over the years. After the interruptions of 2018, with the Beast from the East wiping out any possibilities of running, and then in 2021 the Covid pandemic prevented any chance of the rally taking place. So, for this 46th edition of the event we were delighted to see a strong entry of 116 cars with a wide variety of championships being contested within the overall event format. In total there were 13 interclub championships on top of the national British Rally Championship, with a multitude of different formats of car and classes. I have spoken previously of the work that is being done on the future of rallying strategy, and one of the key elements within this is to reconcile the structure of classes for the future, in order to provide the right level of variety, but also consistency, between the different regions and Home Countries to ensure that the owners of cars have the greatest level of flexibility for the utilisation of their equipment.

At the heart of the organising team is Ronnie Sandham, who for many years has provided boundless energy to make sure that the event takes place working with so many other dedicated and talented individuals. It does highlight what a huge reliance we have on volunteers, and as a sport we need to bring more people into these roles to ensure the long-term future and stability of rallying across the UK.

The mood of the evening was tempered by news of the safety cars reporting that conditions in the first two stages were treacherous. This left the organisers with no choice but to abandon their running the next morning. Although it was cold there was actually not that much snow around on the hills and countryside. However, what snow had remained in the narrow forest tracks had thawed in some places and then refrozen, creating an ice-rink of conditions that had left many of those on the recce stuck in precarious positions. A decision like this is always incredibly difficult to make as everybody has worked so long and hard to create the event, as well



Visiting workshops for Event Secretaries and Event Stewards

as competitors who had prepared their cars to enter. But of course, safety is absolutely paramount, and there is no way that we can risk placing anybody in unnecessary danger and this had to be the right call.

Despite this setback the organisers did a brilliant job with some swift reconfiguration and only lost a handful of miles on the total stage count, allowing a full and exciting day of rallying to take place on the Saturday. Dropping into the stages, it is always a delight to chat to marshals, officials, rescue crews and medics to hear their stories of how they came into the sport, why they love it so much, and also the suggestions and ideas of what we can do to improve matters – not only from their perspective but also for future generations. One young lady we met in the middle of the forests, with her father, was explaining how as a junior co-driver she was already competing at the highest level and how this had formed a backbone for her own personal development as a teenager. Simple examples like this of how motorsport fits into the community and gives back is heart-warming and illustrative of the power of our community to do good.

The next weekend I was over in Cambridge at one of our workshops for Event Secretaries and Event Stewards, being run by a team from Motorsport UK and ably supported by Brian Hemmings and Neil Fuller. These Event Officials' seminars are an innovation this year and designed to reach out to those who are not licenced by Motorsport UK and who form the backbone of grassroots motorsport across

the country. As our Learning & Development team have developed more resources, so we have sought to broaden the help that we can provide to the community and extend this beyond those who are licenced and registered, and more broadly to the rest of the motorsport community.

As always it was fascinating to spend a day chatting to members of the community who are running grassroots motorsport; hearing their comments for the ways in which we can improve operations and help them in doing their jobs. These workshops are very interactive and designed to generate discussion and debate. The conversation demonstrated the incredibly broad knowledge that these types of positions need to hold. One point that came across clearly is that we should consider Motorsport UK registration for some of these roles, as this could provide a more consistent communication with the community. I personally think would be a very positive move.

The following Sunday saw me at our Headquarters in Bicester welcoming a contingent of visitors from Toyota Japan. These were extremely senior personnel, and it was fantastic to see their level of knowledge and interest in UK motorsport. For those who have not been to our offices, I should explain that we have a wonderful mural that runs around the whole of the reception area giving the history of UK motorsport. It was this graphic that very much caught their imagination, and it was impressive to see how much they knew of our heritage and how important they said it was in their own memories of growing up and following European motorsport. They were particularly interested in how their global programmes,

in the forms of World Rally Championship (WRC) and World Endurance Championship (WEC), can achieve greater exposure in the UK, which ties in firmly with our own ambition to bring these FIA World Championships back to the UK as soon as possible. It was also fascinating to hear them speak of the importance of the Toyota GR brand, having been inspired by their President, Akio Toyoda. He is a real car fanatic, and his passion has now permeated into the whole of the organisation and culture. With so much of the direction of travel in the automotive world consigning the car to be a simple utility device, it is brilliant to talk to senior executives in the industry that want to ensure that for generations to come there should be excitement and passion involved in car ownership and driving.

So, a varied and interesting month of travels around the UK interspersed with a huge number of committee meetings. Our 32 committees serve a fundamental and important part of the management of the sport. They are the font of new ideas, drawn from the 364 members who volunteer their time and bring their knowledge and expertise from the community. I really think we have made some good progress on many fronts and that is very much to do with the hard work and energy of all these volunteers, and I offer my thanks to them. 🌀

Wishing everybody a safe and successful month in motorsport.

Best regards,
Hugh Chambers
CEO, Motorsport UK



The new test track at M-Sport in Cumbria

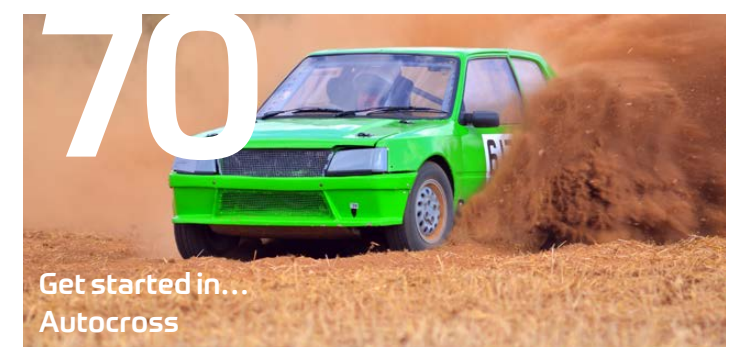
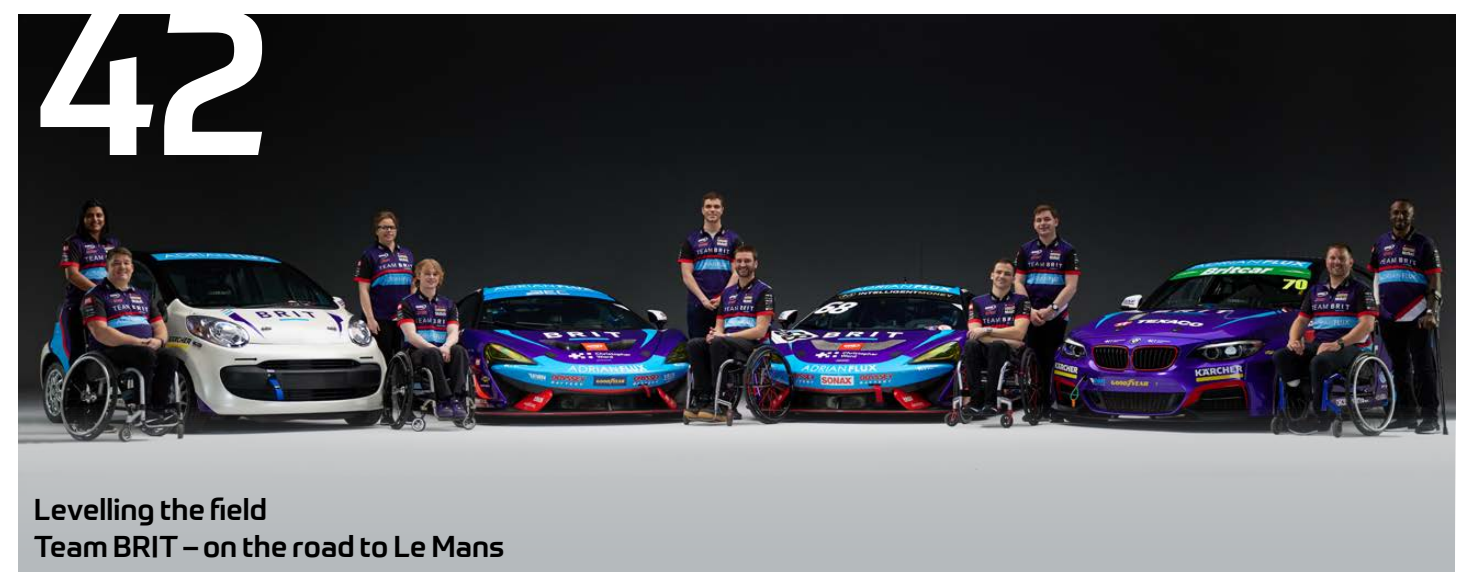


Craig Breen

Motorsport UK was deeply saddened to hear of the loss of Craig Breen in a tragic accident. Irishman Craig was a hugely popular member of the rallying family and a brilliant, fierce competitor. His promise was evident with well-deserved success across the British Rally Championship and international top-flight rallying.

Craig will be sorely missed. All at Motorsport UK join the motorsport community in extending our sincerest condolences to his family and friends. Our thoughts are with them at this sad time.

In *Revolution* this month, Warden Law shares the benefits of trialing the new **Club Kart Permit**, **Motorsport UK TV is launched**, discover how to **get the most from your Motorsport UK membership**, meet the TeamBRIT drivers on **the long road to Le Mans**, get a **Motorsport UK Coaching qualification**, see how **Greenpower can inspire and help your club**, visit **Curborough Sprint Course**, and find out how to **Get Started in Autocross**...



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OPENING THE DOORS TO KARTING

The new Motorsport UK Club Kart permit is set to revolutionise this vital route into motorsport and create a clear pathway for progress.

Will Gray discovers what it is all about

Many people get their first taste of motorsport through indoor or outdoor karting, but until now there has not been a clear and official pathway to the upper levels of owner-driver club racing. The new 'Club Kart' permit is about to change that, providing the vital missing link to a ladder that helps engage youngsters in the sport and allows the UK's future stars to develop their skills at their local kart club..

Almost all of the top professional circuit racers will have got their taste for motorsport through karting, and the discipline is also responsible for drawing in many of those who are now competing in grassroots and club events, or even standing beside racetracks as members of the Orange Family.

There are hundreds of NKA approved indoor and outdoor 'arrive-and-drive' venues in the UK, and the British Indoor Karting Championship is thriving with filled grids and frantic action. However, many of the events which sit between those two levels are currently run as Independent Kart Racing (IKR) competitions and are not licensed through Motorsport UK.

The new Club Kart permit is being trialled in 2023

The new permitted events, being trialled this year, allows participants to compete under an RS Clubman licence endorsed for karting and aims to bring this level of karting back into the Motorsport UK fold. It offers drivers a clearer and more secure path up the karting ladder and provides clubs with the insurance and organisational safety that is present in other motorsport events, when run under a Motorsport UK licence.

The licence is restricted for use at the training Club only – anyone wishing to compete at another Club must hold a Kart Interclub licence – and all first-time drivers are assessed for competency and safety on track during practice, with a requirement for them to set a minimum lap time better than 10 per cent of a mid-grid time to get into the race. There is also an online test for over 18s, and written test for younger drivers.

To make it simple for drivers to progress up the ranks, these events count towards their Kart Interclub licence application, and once they have completed five Club Kart events, they can apply for an upgrade without further qualification.

>>>>>

Warden Law Kart circuit has just signed up to trial the new permit after running IKR events for years. General Manager Paul Bainbridge explains why he hopes the new permit will be taken up by many Clubs: “Unlicensed racing grew because people, championships or circuits wanted to do what they wanted, so there were discrepancies on classes and regulations.

“In IKR, you can more or less choose to do what you want, so you could make your own rules for what age people can race at, what engines they can use, and so on. There are no specific regulations to manage that and although a lot of IKRs these days do run to similar guidelines to Motorsport UK, there are always slight differences.

“The issue with this system is that a driver can race in an IKR – for example, they could do the Warden Law Championship and become a Senior Rotax Champion – but if they want to go on and do the British Championships, under Motorsport UK, they will have to complete their ARKS licence and that puts people off wanting to progress.

“We have a lot of seasoned IKR racers who do not want to be treated as rookies. They have probably been racing for a few years in unlicensed racing, they are very competent. This new licence and permit will really help with that.”

Motorsport UK undertook a review of karting in 2021, carrying out surveys with clubs, participants and organisers.

The aim was to find out more about these IKR events and to determine ways in which the system could be streamlined to encourage Clubs to run more events at this level with Motorsport UK’s support.

Karting Manager Dan Parker explains: “We wanted to know why people were running and racing in IKR events. The majority were doing a bit of both, but some were not doing any Motorsport UK events at all. We were keen to understand it, and we acknowledged that we needed to make some changes to help encourage more people to run under our permits.

“Once we started to dive into it, the top three things that came out were people wanted more flexibility of equipment;

more freedom and responsibility to run events using our rules and regulations but with a little bit of flexibility in certain areas; and a change to the per capita fee that clubs pay for the insurance cover.

“We covered off the equipment flexibility with a new Kart class restructure, which has enabled us to offer more choice for competitors with the amount of different types of equipment that can be used in our permitted events, and we came up with the new more flexible grassroots-style permit grade to slightly reduce the per capita fee.”

For the drivers, it was found that the cost of a licence and the need to pass a starter test and build up a set of signatures

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Motorsport UK is helping Clubs bring consistency to their race championships with the new Club Kart permit

KarPix

before being able to race at higher levels were unappealing. Parker adds: “There were some barriers to entry, so with the new Kart Club permit we have tried to make karting for Club members more accessible for more people.

“It is aimed at real ‘start Karting’ Club racing and while it covers the big-name tracks it can also cover smaller local club tracks. There are certain things we cannot be as flexible on, such as paramedic and medical cover, and limiting competitors to a maximum of 100, but it is revolutionary because people can race in these events on a digital RS Clubman’s licence.”

How to get into karting

- Head to your nearest indoor National Karting Association approved kart track and get driving
- Try outdoor karting at your nearest NKA approved outdoor venue – this involves faster equipment on bigger outdoor tracks
- Enter a hire-kart outdoor league or Championship to improve your race craft
- Enter an ‘arrive and drive’ championship
 - » Drivers aged 14 or over can start competing with Club100, a structured, national run championship, run to an arrive-and-drive format (no need to own a kart or even specialist equipment).
 - » Club 100 also run a British Universities Kart Championship which is a nationwide arrive-and-drive karting championship for anyone in full-time education at university.
 - » There is a British Schools Karting Championship which is a nationwide arrive-and-drive karting championship for anyone aged 13 to 18 in full-time education.
- Find your nearest kart track that is a member of the Association of Racing Kart Schools (ARKS), go to some meetings, chat with competitors
- If you have decided to buy a kart and race at a Motorsport UK Kart Club event that runs under the new permit, apply for the new Motorsport UK RS Clubman licence, and complete a driver induction with your local Motorsport UK track
- If you are under 18, a parent must also apply for an Entrant Kart PG licence
- Once you have sufficient upgrade signatures, you can apply for an Interclub licence and race at tracks around the country.

The new permit requires drivers to hold a Motorsport UK RS Clubman licence, which has been endorsed for Karting

The Permit is currently being trialled with plans for it to be rolled out nationwide in 2024 and alongside the recently introduced changes to the Karting pathway, Motorsport UK hopes the new approach can offer greater access to the sport, a more linear progression for drivers and an opportunity for manufacturers to to engage with new customers at the start of their karting journey.

The Permit covers a broad spectrum of classes, including Bambino for younger drivers starting from the age of six up through the different Cadets categories, Inter, Junior and Senior classes.

For Bainbridge, the simplicity of the licence is key, and he adds: “The beauty is drivers can now get the licence online and either do an online test, which covers the flags and basics, or if they are under 18, they can go through the test with our ARKS examiner and it just takes 20 minutes to get it done and that’s it, they are racing.

“Under the new Permit, they are in with everybody as they would be normally, so they can enjoy the racing without being penalised for never having a licence. They can now continue to race at Warden Law, but [also] get their signatures while racing, so after five events they will have their full Interclub licence and be able to go and race at other clubs or Championships.”

Benefits to Clubs

- Running events under the new permit offers some key benefits for Clubs. These include:
- Stable and understandable regulations
 - Access to Motorsport UK registered professionals
 - » including the safeguarding aspects this covers; and the ability to provide drivers with a pathway towards achieving their licence at their local track.

Often, Bainbridge says, the differing rules at IKR events cause “a lot of debate” among the drivers during an event and he explains: “What we have found as a circuit is that the



The new Motorsport UK Club Kart permit gets a green light for trialling in Scotland and at Warden Law

weight limit might be a certain amount at one venue, but a different amount at another, even in the same class. So, someone could be practicing all month at a certain weight limit, then it would change before the race because there was no governance of regulations.

“The beauty with the new Permit is that everyone knows where they stand. You have the book of regulations and everybody is on the same page, everyone works to the same regulations. When drivers go testing, they know nothing is going to change, and once they get to an event, they know they will have a licenced Clerk of the Course, timekeeper and scrutineers who are all licensed officials and know exactly what they are doing.”

More controlled governance of the regulations also means improved safety for events, particularly when it comes to class classifications, with the licensing system ensuring the correct aged drivers are competing in the correct classes for their age group. That is not always the case in IKR.

“In the past we would end up with a lot of very young drivers in very fast, big karts,” explains Bainbridge. “In my personal view, it is getting to the point where [some] championships

are putting better tyres on karts so the grip levels are going up and it has started to get a bit out of hand. With the new permit, it just makes sure that everything is being run safely.”

Change is never easy, however, and there are, of course, certain areas where the new permit may appear to add extra paperwork or greater costs to events. However, speaking from his experience of running the first event under the permit at Warden Law in March this year, Bainbridge believes the benefits far outweigh the adjustments required.

“With an IKR, a Club has to write all the regulations in the build-up to a meeting,” he says. “Now, the regulations are standardised so if someone asks what the regulations are, we can just give them the Motorsport UK book. On the flip side, there is [slightly] more Clerk of the Course decision paperwork, but this Permit has simplified that massively.

“After an Interclub event, for example, there is a lot of paperwork to be submitted. Under a Club Kart permit, you literally submit the permit with the drivers you have had and that is it. So, for a club wanting to do it, yes, there is a little bit more post-event paperwork, but it saves you a lot of paperwork prior to the meeting, so it is definitely 100 per cent worth it.

Revolution spoke to three parents of participants involved in Warden Law’s first event run under the new Club Kart permit, to discover what they liked about it and how they felt about the whole experience.



Lewis Rogers
Parent of Phoebe Rogers, 6, Bambino
Sponsors: Dalisa Fireplaces, Gladwin Ballet and Stage School, The Bee and Botanist

Warden Law was Phoebe’s second ever race, having just turned six-years-old in January. The first race she competed in was an IKR meeting and we really enjoyed ourselves, so a few weeks later we booked into Warden Law with the new Motorsport UK licence set-up, and we were so glad we did!

We were welcomed at every opportunity, and it was an amazing event. It felt really much more professionally organised compared to the IKR meeting we had done previously. Scrutineering was a case in point – when Phoebe’s new Arai helmet was checked by the scrutineering team, it was declared unfit for karting. Silly daddy had brought a motorcycle helmet! It is this type of thing that we would probably never have known if it was not for those important checks, so that was one benefit that we have experienced first-hand.



Andrew Moss
Parent of Jack Moss, 11, Micro Max
Sponsor: Demon Tweaks

Jack’s first experience of karting was at his local Team-Sport indoor venue. He took an instant liking to it, joined their Cadet Club, and soon progressed to the top of the league. After that, he entered the British Indoor Karting Championship and won his local and regional events to qualify for the Championship Finals in Bradford, where finished ninth overall.

He decided he wanted to try outdoor karting at the local track, Warden Law, and when we discovered that former British Champion Rhys Hunter coached the youngest drivers there, we enrolled him. His passion for karting really grew and he wanted to take it to a higher level, so that is how we discovered the new RS Clubman licence. It is ideal for grassroots drivers and as a parent I found the whole enrolment process easy to follow. The very professional approach from the track to the ARKS theory test, made the experience far less stressful than I had originally anticipated, and Jack’s passion is now stronger than ever.



Christina Hutton
Parent of Abel Hutton, 6, Bambino

Abel’s very first meeting was an IKR meeting, and he had a blast, so we went straight on and booked him in for the event at Warden Law, through Karting North East. We had a fantastic experience with the new Motorsport UK licence set-up. The whole meeting was so professionally run, and all staff were very helpful and supportive. The entire day ran like clockwork – it was clearly strategically planned and well managed.

We got the Motorsport UK Licence when we joined Warden Law as a member, and the whole process was amazingly quick and easy to do, even down to getting the guardians licence as well. We simply completed the online forms, and the registration and full licences were emailed straight to us.



The restructuring of UK Kart championships has created a pathway for drivers to progress along

“There is also a slight increase in costs because of the per capita cost, which you do not have with an IKR, and for some clubs the medical cover is an additional cost because you have to have a paramedic, a tech and an ambulance on site. But we always did that for our IKRs anyway, so it made no difference to us from that point of view.

“Some clubs may not, so that would be an added cost, but in my opinion, it is not something you should be skimping on anyway. If anything, it is good because it is forcing clubs to have the right medical cover. The per capita cost is extra, but in fairness it gives you the cover of and the support of Motorsport UK, which is worth its weight in gold.”

Testing it out

Parker says the new permit and licensing system is so revolutionary that Motorsport UK did not want to roll it out without some testing, evaluation, and feedback. As a result, it is being trialled with a number of clubs this year, including three existing Clubs in Scotland and a full season of events at Warden Law in England.

“The Scottish events mean that [most of] regulated karting will be coming back under Motorsport UK in that country for the first time in a long time,” declares Parker. “And in England, Warden Law wanted to trial it and said that they would not do IKR anymore, so that is great. That is exactly what it is all about.

“The first event at Warden Law saw 25 new drivers signed up. At an IKR, they would not have required a licence so

we would have known nothing about it and it would have just run under our radar. Now, we know more about the numbers and the people competing and it gives us a greater knowledge of those coming into motorsport at that level.”

Motorsport UK can also learn where competitors have come within the sport, and this is vital for strategy decisions and future planing within Karting.

The organisers were pleasantly surprised by how easy it was to sign all the drivers up to the licence, and Bainbridge adds: “Around 50 per cent of our entry were unlicensed IKR drivers and we knew many of them had no idea how to apply for a licence, so we sat in the reception building on the Saturday with a few laptops and showed them how to do it.

“Then, at five o’clock in the evening on that day, our ARKS instructor got everyone in, sat down with them all and went through the multiple-choice driver induction written test to make sure they are safe on track. With that done, when they headed out on the track on the Sunday, they knew exactly what was going on.

“We see this now as the first toe in the water for outdoor racing. As Karting Northeast, we run Junior and Senior Championships from eight to 14-year-olds in the two classes. Then drivers often do a season in Junior hire karts to get the feel of it without having to spend too much money. At the end of that, they get the bug and look to see where they can progress.

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KARTING PERMIT



The new Permit will create a consistent platform for everyone to benefit from

Competitors and parents / guardians are licensed under the Motorsport UK Kart Permit, enhancing the protection and safety for everyone

"Without this new permit, they would have had to go outside the Motorsport UK system and follow the IKR route. Now, the Club Kart licence allows them to progress within that system, starting off in more relaxed races but following similar rules – so they not only learn their race craft, they also learn the rules and how Motorsport UK events work.

"They can then get the signatures, get the Interclub licence and progress onto a National licence, all the time learning how meetings work, who to speak to if they have a problem, who the officials are and so on. If and when they do then get to the British Championships, everything is bigger, but they know they are not going to make any mistakes."

Ultimately, for the governing body, the Permit enables the pathway to become more like the approach seen in football, where the Football Association can spot and steer the

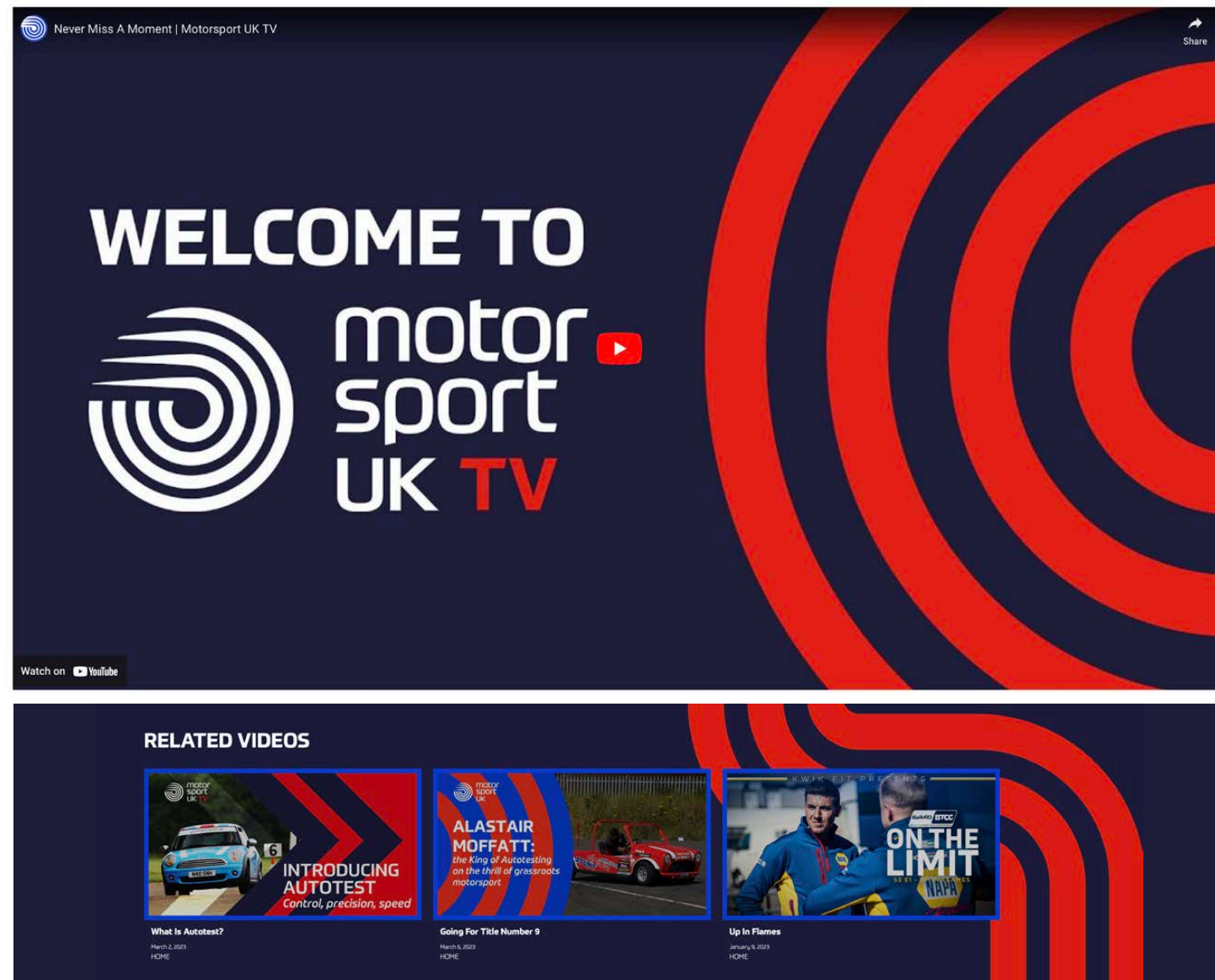
promising talent through the pathway. Just as importantly, it can help to ensure the quality, safety and security of officialdom and organisation across all levels.

"There will be some people that will want to go up and ultimately race in the British Kart Championships, but this is also about ensuring that we are creating a safe environment for kids, predominantly, to know that they have our safeguarding team, the legal team, the parents are licensed, and so on," says Parker.

"It is about improving that environment because it has become clear that at the moment some events do not have many of those things in place. We hope that it will then improve the behaviour of drivers, so that if and when they do come into the higher-level events, we will have a far more consistent platform for everyone to benefit from."

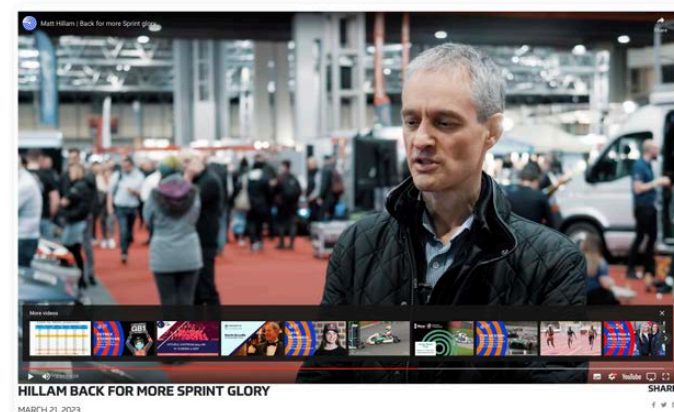
Introducing Motorsport UK TV

Motorsport UK TV is a dedicated internet video portal providing a single destination for the UK motorsport community. Visit www.motorsportuk.tv today.



Motorsport UK has launched Motorsport UK TV, a dedicated internet video portal providing a single destination for the UK motorsport community and fans to access a huge variety of video content to enhance their enjoyment of the sport.

Motorsport UK TV will provide a combination of national competition livestreams and highlight videos for enthusiasts to watch live or catch up on action across the sport. There will also be an ever-growing library of short form 'how-to' videos, providing explanations about every aspect of the sport for everyone from the novice starting out, to the experienced competitor looking to enhance their skills and knowledge. Furthermore, clubs, championships and content creators will contribute to the platform to showcase the best of UK motorsport.



2022 British Sprint Champion Matt Hillham shares his story

What content?

Content on Motorsport UK TV includes training and circuit guides from driver coaching experts Driver61, a key series of Motorsport UK webinars on a wide variety of topics, the latest videos from British Championships, top tips for the StreetCar disciplines and insights into all motorsport disciplines for newcomers to the sport. Over the coming months, Motorsport UK TV will produce original content including exclusive interviews and behind the scenes videos, equipment 'unboxings' and explanations, masterclasses on fitness, as well as technical and practical guides featuring Academy coaches.

Motorsport UK TV will work with clubs, championships and other content creators to produce and harness their editorial material, including behind the scenes videos and news from across the national motorsport scene.

Regular updates?

In collaboration with clubs and championships, this year alone Motorsport UK TV is planned to include close to 175 livestreams, becoming the ultimate destination to watch a weekend of multi-discipline motorsport, or catch-up using video on-demand after the event.

Beyond the live action, the portal will be updated on a near daily basis with new content around the UK motorsport scene, including highlights, original content and much more.

Who is it for?

Existing members – Motorsport UK TV will be an important tool for the current membership with helpful guides and information to support their performance both on and off track. Promotion of British Championships and club meetings will enable an extended audience to join their already strong communities.

New members – Motorsport UK TV will provide introductory content to motorsport disciplines, explaining the ins and outs of each, and giving insight on how to participate and what to expect for the newcomer.

Who can contribute?

Competitors, clubs, Championships, and the entire community are welcome to contribute to the platform. We want to hear about your story ideas, series ideas, and are keen to receive footage from across the community to best promote all areas of the sport. Contact the team on content@motorsportuk.org today.



Learn about the world of Extreme E with driver Catie Munnings



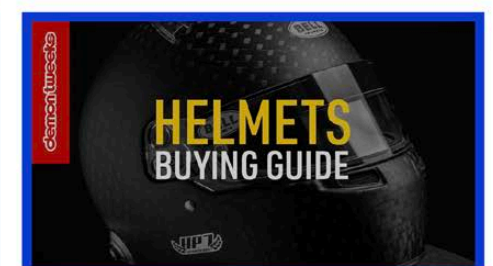
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April 11, 2023
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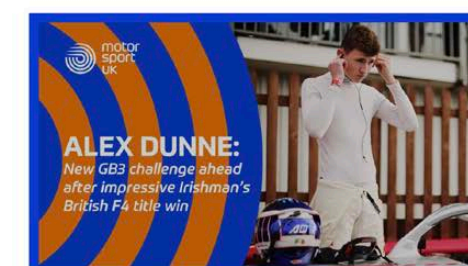
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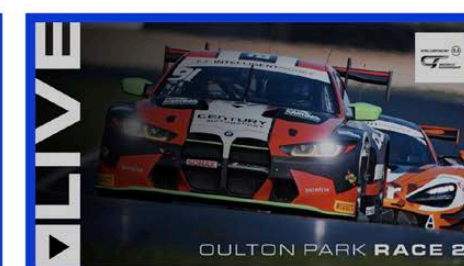
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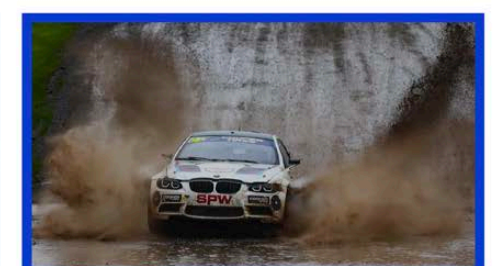
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● LIVE | 2023 Intelligent Money British GT Championship, Race 2, Oulton Park

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Round 2 Post-Race Paddock Walk | 2023 British Rallycross Championship

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New season, new frontiers for Porsche Club Motorsport Boxster Cup

As the national racing scene got underway in April, a new driving trio competing for SW Engineering has entered the Porsche Club GB Woods Foodservice Boxster Club Championship.

Three female rookie drivers; Jess Wilkinson, Sarah Wood and Zoe Kyle-Henney – the first all-female entry to compete in the championship. Sarah, a barrister, has followed the sport for years but was encouraged to give track racing a go by her father and partner. Jess, who works in international business, moved from western Canada to the UK in 2019. She embraced racing after experiencing the thrill of a track day, while biomedical science graduate Zoe continues her family's long links with motorsport.

Together with SW Engineering co-founder Ellie Bartley and Mandy Sear, Porsche Championship Coordinator, they are growing proof that motorsport is open to anyone who has a real passion for the sport, regardless of gender or background.

Look out for more from these three drivers in a future edition of *Revolution*...

Jess Wilkinson, Sarah Wood and Zoe Kyle-Henney all made their race debuts at Donington in March



@garnhawkinsphotography

The Porsche Boxster Club at Donington Park



MotoFest Coventry returns for 2023

After an absence of over three years, MotoFest Coventry is back, bigger and better than ever, on Saturday 3rd and Sunday 4th June. The event also includes the MotoFest

Coventry Sprint, previously a sell-out event. This takes place on a Motorsport UK licenced course created from the City's Ring Road. It already includes rounds of many popular speed Championships and entry is open to an extensive range of vehicles, plus members of over forty invited clubs. Delivered by British Automobile Racing Club, this truly unique event uses a 1.1 mile course, and includes one practice run and three timed runs on each day.

For further information and to enter online click [HERE](#)



Improve yourself on track with Garmin Catalyst

Garmin Catalyst™ is an industry-first racing coach and driving performance optimiser¹ that's changing the world of motorsports. With Garmin's long history developing Automotive products, the Catalyst showcases their more recent advancements in driving performance technology.

Targeted at drivers and coaches of all levels, it mounts in the cockpit to gather your performance data and provide real-time audible coaching through either headset² or car stereo.

The True Track Positioning™ technology uses built-in accelerometers, 10Hz multi-GNSS positioning and image processing to automatically generate your car's racing line on the track, while the True Optimal Lap™ technology shows your best achievable time, based on lines you actually drove and can repeat. After your session, use the 7" touchscreen display to review your performance data and see your major areas for improvement.

Motorsport UK Academy driver Abbi Pulling used the Garmin Catalyst™ on track recently alongside Tom Onslow-Cole, Motorsport UK Academy Performance Coach: "Thanks to the Garmin Catalyst, we were able to use a bit of extra exit on some of the corners knowing where we could maximise the track positioning," says Pulling. "The in-car camera lets me

know exactly where I was braking and where it wants me to brake. I really loved the delta in-car and the coaching, track positioning and post-session analysis. This technology can really help people improve themselves on track."

"I've really enjoyed working with the Garmin Catalyst system," adds Onslow-Cole. "I was very impressed with it picking up small intricacies in the differences in laps as that's something you can't always feel while you're out on the circuit. It helped us get to our quickest lap faster than we would have if we had to get out of the car each time, sit down and review. I can see its application widely across motorsport; as a track day enthusiast, you can just put this in your car, and you'll instantly be guided towards repeating your best laps and making improvements."

For more information, visit the Garmin Catalyst product page [HERE](#) or scan the code.



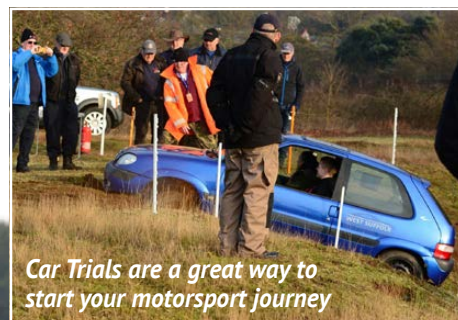
GARMIN®

¹WARNING: This device is intended only for recreational use in a circuit environment. Never use this device on public roadways. Failure to follow this warning may result in an accident causing property damage, serious personal injury, or death. You are responsible for using this device in a safe and prudent manner. ²Requires helmet or headset (sold separately) enabled with Bluetooth technology.

Motorsport Month East – April 2023

The event formerly known as Motorsport Month Anglia has now been renamed Motorsport Month East. The initiative is run by the Association of Eastern Motor Clubs in collaboration with Anglia Motor Sports Club to celebrate the breadth and quality of motorsport in the East.

The Month started with a 'Get into Motorsport' Evening held by Motorsport UK Club of the Year, Anglia Motor Sports Club. In true 'Club Of The Year' fashion, members from the club came



Car Trials are a great way to start your motorsport journey

together to support people getting into motorsport in the East, delivering a presentation breaking down the motorsport disciplines, including their costs and requirements. Sam Walker and Ben Lancaster from Motorsport UK joined the evening and spoke about opportunities within StreetCar and Marshalling. Around 70 people came to learn about Motorsport in the East – covering competing, marshalling, officiating, and spectating.

The month continues on the launch momentum with events happening all throughout the East of England including Karting, Circuit Racing, AutoSOLOs, Sprints, Rallies and Trials. A

quiz planned for members of the clubs in the region, and there are learning opportunities too, with a series of webinars focusing on Marshalling, Volunteering, AutoSOLOs, plus Road and Targa Rallies.

If you live in the East of England and are curious about getting more involved in motorsport, there are ample opportunities throughout the month. Each event is run by friendly and dedicated volunteers who can help you find your pathway no matter what your budget, background, or interests. There is always a place for you in motorsport.

See the full calendar of events and activities [HERE](#)

Attend an AutoSOLO and learn more about competing or marshalling in motorsport



New Tin Top Challenge

The British Hillclimb Championship has announced a new three-event Tin Top Challenge for 2023.

The Challenge will run alongside selected rounds of the British Hillclimb Championship presented by Avon Tyres, and BHC Cup presented by Classic Car Insurance Broker Footman James. Starting at Harewood on 1st-2nd July, the second qualifying event will run at Shelsley Walsh on 12th-13th August, and the final round is at Loton Park on 23rd-24th September.



Eligible cars are based on UK-road going-cars – so expect to see Subarus, Audis and Mitsubishi's with 800 plus horsepower battling it out, alongside special Minis, Porsches, and many others

Paul and Ben Lawrence

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Motorsport Month April – South East

For the first time, the Association for South Eastern Motor Clubs is holding its very own Motorsport Month South East. Stretching all the way to the white cliffs of Dover, the month will cover all events happening in the South East, with chances to get involved all throughout the remainder of April.

The first week started with a 12 Car Rally and Circuit Racing at Brands Hatch. These events were run by Blackpalfrey Motor Club, MG Car Club (South East).

This week, variety was the name of the game. Three fantastically different circuits held three vastly different events. Medway Valley Kart Club began its season at Buckmore Park – with an opportunity to visit and learn about club Karting at this iconic kart track at Chatham. At Brands Hatch the spectacle of Truck Racing rocked up and entertained – with five-tonne giants packing up to 1,000bhp was a sight to behold. Finishing off the weekend, Lydden Hill Race Circuit hosted the opening round of the British Rallycross Championship.

Next week is the perfect opportunity to compete in your first AutoSOLO. Sevenoaks and District Motor Club have collaborated with MG Car Club (South East) to organise an AutoSOLO Taster at a new venue – Filching Manor – and this is suitable for both current and new members to participate in.

We return to Brands Hatch for the British Racing and Sports Car Club's (BRSCC) race weekend and complete the weekend with Blackpalfrey Motor Club Kent's regulatory rally – a perfect opportunity to volunteer or marshal on your first rally.

During week four, Brands Hatch hosts Round 2 of the British Endurance Championships, as well as Modified Fords Brands Hatch GP Race Day. Finally, we finish with a flourish, at Sevenoaks and District Motor Club's StreetCar AutoSOLO at Ashford Cattle Market, with an opportunity to compete in your everyday road car, and a Car Trial in Otham, Kent, organised by Maidstone and Mid Kent Car Club.

Click [HERE](#) to see the full calendar of events during Motorsport Month South East

Come and see the StreetCar AutoSOLO at Ashford Cattle Market



Motorsport UK Academy drivers join the F1 Academy

Four Motorsport UK supported drivers took to the track this month for the first-ever F1 Academy test at Barcelona Circuit.

Britons Chloe Grant, Jess Edgar, Abbi Pulling and Chloe Chong were among the F1 Academy field, an ambitious new project from Formula 1 to develop and prepare female drivers to progress to higher levels of competition. All four drivers have benefitted from support from the Motorsport UK Academy and the FIA Rising Stars programmes – performance pathways for motorsport's talented young athletes.

The inaugural F1 Academy season starts on 28th April at the Red Bull Ring in Austria and features 21 races across seven rounds featuring as many Formula 1 Grand Prix tracks as possible, giving the grid the opportunity to compete on a variety of circuits and to develop their technical skills.



High stakes gaming

It's game on for esports – but are you prepared for the risks? asks Pete Clifford

Video gaming is no longer a casual pastime. It is a full-on spectator sport, creating many profit-generating revenue channels for organisers, competitors, platforms, and sponsors. The global esports market is expected to grow to as much as US\$1.87 billion by 2025.

Significant risks

This continued growth presents opportunities for businesses and players, but also introduces new risks. Esports professionals need a robust risk management approach and a solid insurance program to protect venues from natural disasters, safeguard reputations, and address other evolving and emerging risks, including:

Cyberattacks. The esports industry is particularly vulnerable to cybercrime and online risks. Player data security is a significant concern, while a hacking incident could affect both the integrity of the games and the broadcast. Threats, including ransomware, phishing, malware, and others, can all have devastating financial and reputational consequences. Organisers should review their cybersecurity controls and make improvements to their cybersecurity posture and resilience in order to mitigate these risks.

Event and property risks. Any sporting or entertainment event with a sizable audience is subject to various risks, including bodily injury to spectators, property damage, active assailants, and terrorism. It is critical for organisers to undertake strategic risk assessments as an integral part of event planning and secure the necessary insurance coverage.

Brand and reputation risks. Esports brands typically develop partnerships and sponsorships to increase brand value. But inappropriate behaviour by participating athletes or other stakeholders, especially when amplified through social media, may result in the loss of sponsors or of tournament licenses, negatively impacting brand value. Engage in an exercise to identify potential risks to your reputation and quantify their cost. Then, create improvement mechanisms and share guidelines with athletes and partners to reduce these risks.

Protecting players' health. According to britishsports.org, esports athletes may spend up to 16 hours a day practicing. And with professional esports players performing as many as 400 actions per minute, movements like mouse clicks and keystrokes place a physical load on their fingers, wrist, neck, back, and lower arms. Coupled with incorrect posture and an inactive lifestyle, this can lead to significant health challenges.

There are also growing concerns about mental health. A study of university esports athletes by Chichester University found that certain stressors, including in-game pressure, can lead to significant mental health issues, including anxiety and depression. Among other efforts, consider personal accident and illness benefits, including mental health support, that are suitable for your people.

Protecting your esports investments

As esports continues to grow in both size and popularity, and new risks emerge, organisations should take steps to understand their key risks and identify ways to protect against them. This includes through arranging health coverages for esports athletes, putting in place the appropriate cybersecurity controls and necessary cyber coverage, and securing technology errors and omissions insurance.

Case Study

A high profile sports entity was keen to understand its cyber risk exposure and how this risk could impact its main events, which generated the majority of its revenue. Marsh created cyber incident response plans and a ransomware playbook to support the sport entity's business resilience.

- » The plan was designed by reviewing existing documents and plausible cyber risk crisis scenarios.
- » The playbook was designed to address the most prevalent strains of ransomware and phishing incidents, and prepare for future ones.
- » Tests (exercises) of the plan and playbook were run to raise awareness and improve effectiveness.

Pete Clifford is part of Marsh's dedicated team of sport insurance and risk management specialists. To learn more about how to improve your esports business resilience, visit www.marshsport.co.uk/esports





Drive the Base Performance Full-Motion Single-Seater Simulator
the Base Performance Full-Motion Single-Seater Simulator

Exclusive Base Performance Simulators opportunity

Motorsport UK Esports has teamed up with Base Performance Simulators to offer an exclusive taster session for Esports Hub members on Friday 28th April.

Base Performance Simulators, located in Banbury, Oxfordshire, is led by three-time Le Mans winning Aston Martin factory driver, Darren Turner. The facility offers state-of-the-art simulators with tools and technology taken from on-track cars to provide a unique understanding of racing for professional and amateur drivers.

Registered guests will drive both the BPS Aston Martin GT Simulator and the Full-Motion Single-Seater Simulator enhanced by a six-metre wraparound screen, designed to produce a truly immersive experience.

There are 24 slots, available exclusively to Motorsport UK Esports members at £50 per person. You must be a member of Motorsport UK Esports Hub, and aged 14 and over, to be eligible for this event.



Click [HERE](#) to visit the Esports Hub and sign up for a Motorsport UK Esports membership.

If you are already an Esports Hub member, visit the Member Benefits page and book your slot before they all get taken.



Motorsport UK Esports Hot Lap Challenge

Season 1 of the Motorsport UK Esports Hot Lap Challenge is now underway.

Motorsport UK Esports is proud and excited to bring you its first ever hot lap competition. Each week, for three weeks in April, will introduce a different UK circuit and generate a new leader board. The winner of each week will receive prizes, and after three weeks of racing, the top three fastest overall times will receive the grand prizes.

- Choose between all available GT3 cars
- Change registered cars at any time
- Standings sorted by best lap time
- The leader board will be updated daily
- The fastest driver with a Motorsport UK Esports Membership from each week wins the prizes (right)

After each week of competition, the weekly prize winner will be awarded two General Admission tickets to a UK-based British GT Championship round of their choice.

After three weeks of competition, the Grand Prizes will be awarded to the top three fastest overall drivers. Thanks to our prize partners, **ButtKicker** and **IMB Racewear** for supporting this series.

The competition is being run in Assetto Corsa Competizione, and the racing and entries are all managed and hosted through Sim Grid.

This is the first ACC event to sit under Motorsport UK's new Esports Membership. To be eligible to win prizes, drivers must hold a paid membership with Motorsport UK Esports. Anyone can enter the hot lap server and set a lap time, but only members are able to win the prizes.

WEEKLY PRIZE

- **1st place** – x2 General Admission tickets for a UK-based round of the British GT Championship of their choice

GRAND PRIZES

- **1st place** – x4 Hospitality tickets to either of the Silverstone rounds of the 2023 British GT Championship, plus a ButtKicker Gamer Pro
- **2nd Place** – x2 Hospitality tickets to either of the Silverstone rounds of the 2023 British GT Championship, plus a ButtKicker Gamer Pro
- **3rd Place** – A pair of IMB Racewear V2 NO LIMITS gloves with your own customisation

Registration

To register for the Motorsport UK Esports Hot Lap Challenge, click [HERE](#) and then 'register' on the righthand side. On the next screen you choose can your car and race number – please read the T&Cs and other conditions of entry. You must follow the Motorsport UK Esports host page to be able to register. Once registered you can proceed to join the servers and get lapping!

Sustainability News

British Truck Racing Championship commits to sustainable fuel for 2023

In the first major step on its road to greater sustainability, the British Truck Racing Championship (BTRC) has partnered with Green Biofuels (GBF) and every driver is set to be provided with the fuel at each round.

GBF's advanced Gd+ fuel – which will be used by all competitors in the BTRC – is made from 100 per cent waste-derived cooking oils and fats and supercharged with an engine-enhancing additive. No virgin crops are required for the production of Gd+ and it also has no impact on land use.

Designed as a straightforward diesel replacement, Gd+ is the least carbon-emitting diesel replacement fuel available in the UK, saving 2.82kg or 90 per cent CO₂e per litre. Gd+ can be used in existing diesel engines without upgrading machinery. Last year alone, GBF's customers saved more than 480,000 metric tonnes of CO₂e by switching to Gd+.

The 2023 British Truck Racing Championship got underway at Brands Hatch earlier this month and features a further six events with 30 races.



GBF's advanced Gd+ fuel is made from 100 per cent waste-derived cooking oils and fats

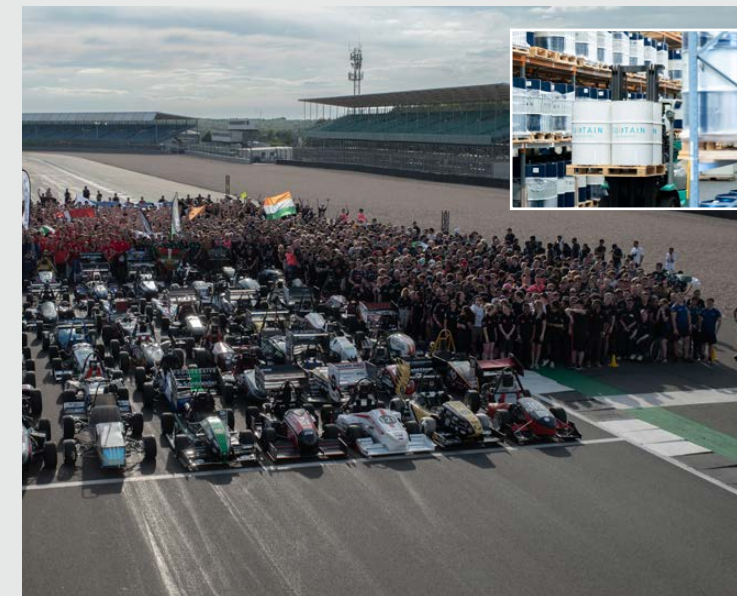


This month, Aston Martin F1 celebrated achieving the ISO14001 Environmental Management Standard, in recognition of its sustained effort to manage environmental impacts, which include monitoring greenhouse gas emissions, implementing pollution controls and adopting sustainable waste

management practices. Motorsport UK's Head of Sustainability, Jessica Runicles, along with Ellen Jones, Head of sustainability at Formula 1, Stephane Bazire, Head of Business Sustainability & Partnerships, Parveer Ramana, Sustainability and Environmental lead at AMF1, Jenny Powell, Calathea

Founder and Managing Director, and Martin Townsend, Director for Centre of Excellence for Sustainability, participated in a panel discussion covering the key themes of education, collaboration and empowerment which are crucial for businesses to operate sustainably.

Sustainable fuel grant for student racers



Over a third of the teams competing in the 2023 Formula Student Championship have opted to use a sustainable fuel choice which is supported by a grant from Motorsport UK.

The sustainable fuel, manufactured by Coryton, offers an 80 per cent reduction in greenhouse gas emissions for the combustion vehicles, when compared to fossil fuel-based equivalents, without sacrificing performance. This move brings the competition in line with Motorsport UK's objectives to achieve greater sustainability across all motorsport series. The sustainable fuels are second generation biofuels, made from agricultural, forestry and food processing waste. The carbon in the fuels is effectively recycled from the atmosphere, rather than additional CO₂ being released from fossil fuels.

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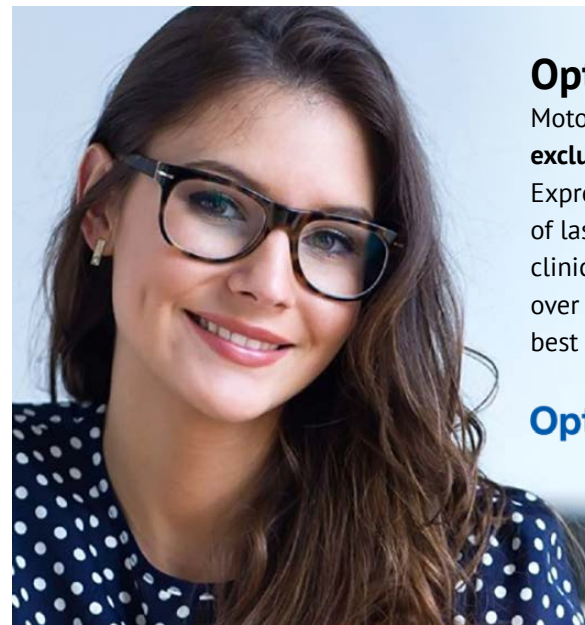
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Save money and get more with your Motorsport UK membership deals

As a licensed member of the motorsport UK community, you can access discounts and other money-saving benefits from within the Members Portal – www.motorsportuk.org/about-us/partners/member-benefits

The range of services and suppliers is growing all the time, so Revolution has picked out a few for you to try, and if you have already explored a couple of these, then let us know via revolution@motorsportuk.org



Optical Express

Motorsport UK members can claim a **FREE eye test and exclusive savings** with leading eye care provider Optical Express. Optical Express is the UK's number one provider of laser eye and private lens surgery. With state of the art clinics nationwide, expert surgeons and optometrists, and over 30 years' experience, you be assured that you are in the best possible hands when it comes to your eye care.

Optical Express



Motordrive

Motorsport UK competition license holders are entitled to **20 per cent discount** on the new Partnership Series of FIA seats and accessories. This unique promotion is to help members get started in motorsport and offers Motordrive safety kit at discounted prices. Competitors can purchase direct from Motordrive – with a comprehensive range of FIA seats available. The Lancashire-based team pride themselves in offering a complete service, which includes custom-fitting seats.

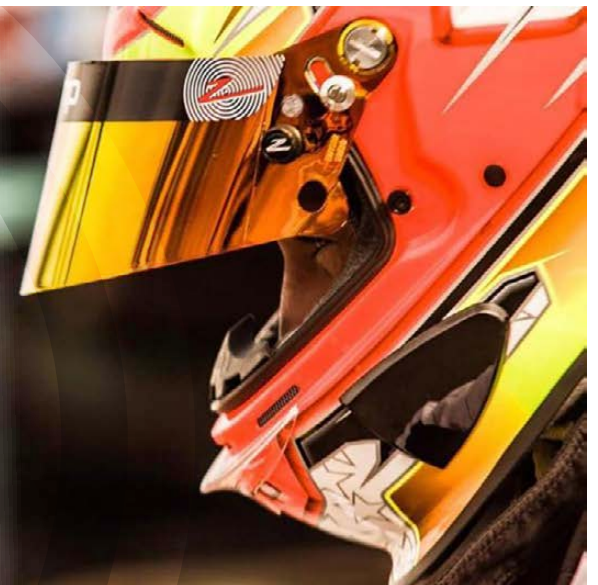
motordrive

Revolution - April 2023

Zamp Helmets

Motorsport UK members get **10 per cent off everything** at Zamp Helmets. Born out of a demand for high quality yet reasonably priced motorsport equipment, Zamp offers a range of motorsport and karting helmets that boast incredible quality at a hugely competitive price. FIA, SNELL and CMR helmets available with a range of fantastic accessories and visors.

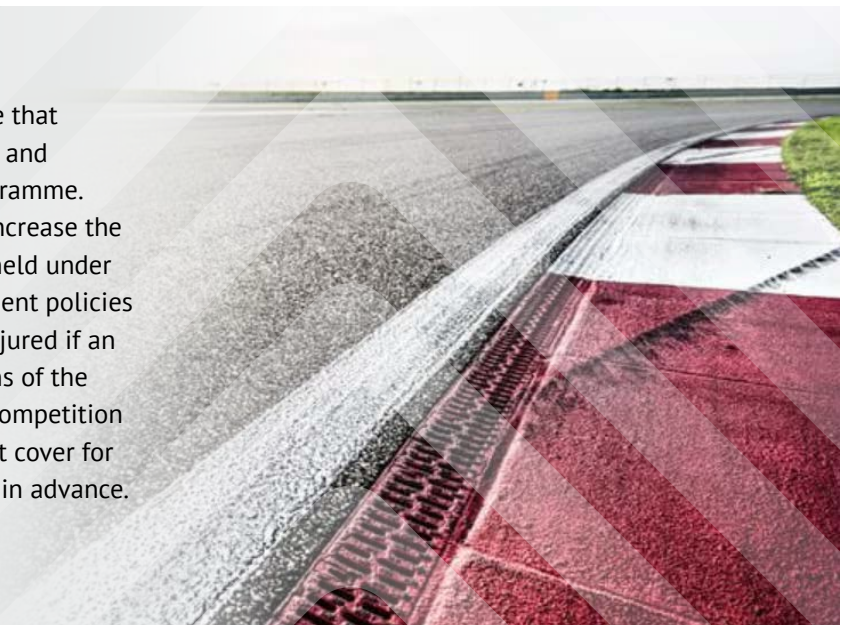
zamp



Marsh Sport

Motorsport UK and its broker, Marsh Sport, ensure that motorsport and its participants, both competitors and officials, are protected by a robust insurance programme. Motorsport UK has worked with Marsh Sport to increase the personal accident insurance cover for all events held under Permit or Certificate of Exemption. Personal accident policies pay the pre-agreed levels of benefit to persons injured if an accident occurs within in the terms and conditions of the policy. As a Membership Benefit, Motorsport UK Competition Licence Holders* are entitled to Personal Accident cover for up to five Track Days if notified to Motorsport UK in advance.

Marsh



Wex

Motorsport UK has teamed up with leading fuel card provider, WEX Europe Services, to offer members discounted fuel prices, using the WEX range of fuel cards. Motorsport UK members can apply for a free fuel card, usually £43 per card, per year. The fuel card is valid in over 3,000 filling stations across the UK and Europe.

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MEMBER BENEFITS



SwiftGo

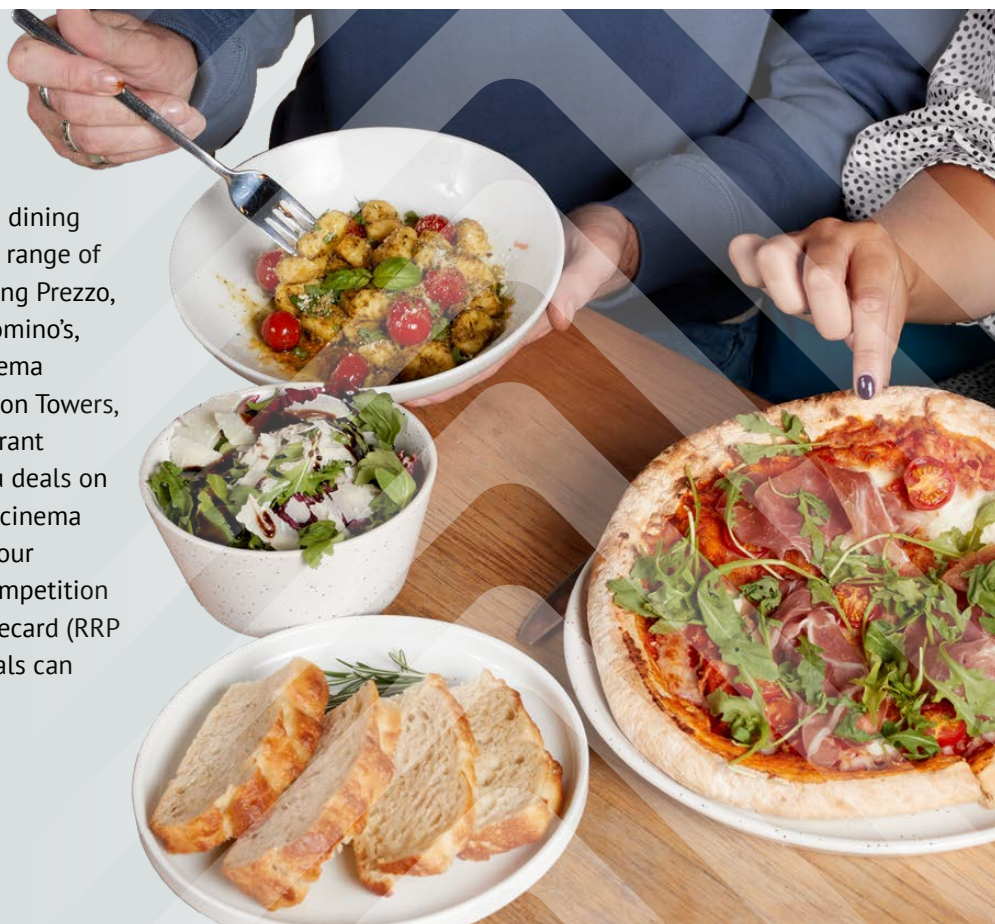
With Swift Go, you can rent a motorhome and explore with ease. Swift Go provides motorhomes to suit your family size and budget. Choose from a selection of motorhomes ranging from two to five berths, and get ready to explore the outdoors, or seek out some adventure. Motorsport UK members get £100 off motorhome hire.



Tastecard

Tastecard offers a range of 2-for-1 dining or 50 per cent discounts at a wide range of restaurants and takeaways including Prezzo, Zizzi and Carluccio, Papa Johns, Domino's, Pizza Hut Delivery, discounted cinema tickets and days out (including Alton Towers, Legoland and others!) It's a restaurant discount card, but it also gives you deals on your favourite activities, offers on cinema tickets, price slashes on some of your favourite shops. Motorsport UK competition licence holders can get a free tastecard (RRP £34.99), while marshals and officials can sign-up for a 90-day free trial.

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Content Capture Guide for Clubs

Revolution is encouraging club members to take photos and videos of their events and share them with the media team here Motorsport UK. We cannot attend every event across the UK, but we do want to showcase more of your grassroots motorsport across social platforms and here in the magazine, and we need your help to do that.

All you need is a mobile phone with a good quality camera.

Shooting on your phone

- We recommend you take photos or videos in portrait orientation. Current social media trends focus on vertical videos or images which take up most of your phone screen. By doing the same, Motorsport UK has more flexibility in how it can use the content, and this means it is likely to perform better and get noticed more.
- Get close enough to get a good view, but not too close that you are positioned unsafely. The focus of the video or photo should be positioned clearly in shot, with as few obstacles as possible blocking your view. And double-check you aren't covering part of the lens with your finger.
- Be conscious of background noise – is someone having a conversation, swearing, or sniffing or coughing? Ideally there should be as little interference as possible

to the sound of the main feature – the revving engine, squealing brakes or pure power of a car zooming by.

- Too much is better than not enough. Feel free to send us everything you are happy with, ensuring this follows our guidelines.
- Onboard videos are welcome, if the phone (or action camera) is mounted hands-free, or it is being filmed by a passenger – but never by the driver.

Professional photography or videography

Videos shot with no music, graphics or text are much easier to use. If you have budget to pay someone to capture your event professionally, prioritise your club and its aims, and focus on what would best suit your audience and channels. We can share your post (rather than the video) if it fits with the Motorsport UK content plan.

If a photographer attends your event and is happy to share their images for Motorsport UK to use, please get in touch! Posting good-quality imagery is a really great way to promote your event.



James Roberts



If you hire a professional to record your event, remember to brief them on what you want to be included

Portrait orientation is the most popular format for social media



James Roberts

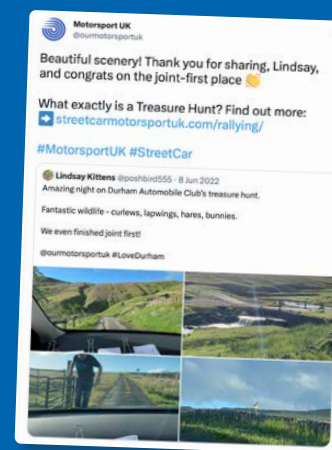
How to send it

Motorsport UK has a dedicated email address for content from clubs: content@motorsportuk.org

Smaller files can be attached to an email, but WeTransfer is recommended for multiple or larger files. Use the WeTransfer website – <https://wetransfer.com> or download the app to send files of up to 2GB for free. You can also set up a Google Drive (or similar) folder of multiple images or videos and email the link to the address above.

Motorsport UK will always give credit to the club on our posts, and to the individual who shot the content too if preferred – just include their name. We want to showcase a variety of clubs and events, so your content may not appear immediately. However, the clip you sent us in March might fit a TikTok trend in June perfectly.

Motorsport UK can help share your photos and videos with the wider community



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LEVELLING THE FIELD

Team BRIT has opened up a pathway for disabled drivers to be competitive at the top levels of motorsport. **Will Gray** met its founder and lead drivers to discover their story

Team BRIT continues to break down barriers for drivers with disabilities who want to go racing



Crossing the line to secure a class victory and third overall at the Spa-Francorchamps round of the British GT Championship in 2023 was a proud and emotional moment for Team BRIT. It marked the next step on a so-far seven-year long journey to level the playing field for disabled drivers in motorsport.

From the outside, the purple and blue McLaren 570S GT4 machine that took the chequered flag looked just the same as any other car on grid. Inside, however, it had one very unique difference: it was fitted with controls that have allowed disabled drivers Aaron Morgan and Bobby Trundle to race and beat their able-bodied counterparts fair and square.

Team BRIT has broken down barriers on track for those with disabilities. Last year, on top of the Spa success, two of its drivers became the first all-disabled pairing to win a national UK motorsport championship. But founder and Team Principal Dave Player quickly points out that its success is not just down to the team itself, but to everyone involved in UK motorsport.

“The landscape is changing rapidly, and that is thanks to more forward-thinking people at all levels of motorsport,” he says. “In the paddock, the drivers, teams, management, they are all very supportive. I like to say our drivers get treated just as badly as everybody else on the track! But people are happy to share in the success and when we won our first race in the Aston – it was amazing race because people were just buzzing because of the battle we had.”

Team BRIT has steered itself on a path to success thanks to its innovations in technology but also in philosophy. The ultimate goal on track is to lead an all-disabled team of drivers at the Le Mans 24-Hour race, the pinnacle of GT and Endurance racing. However, the actual brief has a far wider remit – to deliver success beyond the boundaries of the racetrack.



2022 Britcar Champions Chris Overend and James Whitley

Karting Origins

The team's roots date back to 2010, when Player, a former Army Royal Engineer, set up KartForce to give injured troops – especially those who had suffered physical injuries such as amputees – the opportunity to get into motorsport. The aim, he says, was not just to get them in a car, but to make it possible for them to compete on level terms with their rivals.

“Right from the get-go, I wanted to make sure that we could race competitively,” he recalls. “This was not going to be just something to do for a bit of fun, to make up the numbers, to be some sort of therapy or ‘do good’ type of thing. It was purely to find people that were highly competitive and give them an experience that was not available to them.”

Player came up with an innovative hand control solution that provided a simple, low tech and low-cost way of adapting karts for different disabilities. It was a game changer, helping the team to run many ex-Forces amputees in endurance kart racing.



On track, everyone races as equals

It was at one of those karting events when the seeds of Team BRIT were sown, and Player continues: “We were at a 24-Hour karting race at Le Mans and the group suggested that we set up a car racing team. I agreed, but only if we could develop the hand controls to be suitable for cars and allow us to race competitively.

“The challenge was could we go through a chicane at the same speed as an able-bodied driver using the hand controls? All the actions that need to be made – accelerate, brake, steer, throttle down – had to be done really fast to get through and come out at the same speed as any other driver. That was the benchmark I set everybody, and we did it.”

Team BRIT was ready to go. But before it did, Player had an important decision to make. Should he follow the KartForce approach and set up as a charity, or should he make Team BRIT a stand-alone business, competing on the same commercial and operational playing field as the other teams, whatever series they wished to compete in?

The answer was simple but defining. Player explains: “Ultimately, the philosophy behind all of this is that not everybody with a disability needs charity. If you are able to be a racing driver, racing cars, then you definitely do not need charitable support. So, we should be a limited company, and our drivers would earn their seats, just like every other racing driver does.”

Driving Ambition

The aim of the team, from that first conversation at Le Mans, was to return to that track one day and enter the world’s most famous 24-Hour endurance race. Humble beginnings, racing in one-off events including Britcar and the Fun Cup Championship, soon led to greater things, with an expanding pool of drivers competing in increasingly higher levels of racing.

Part of that rise was helped by a chance tie-up with lead sponsor, the aptly named Brit Insurance, which continues to this day, as Player recalls: “Back in 2016, they had a new CEO, and he heard an interview about us on TV. He emailed me saying he would be interested in sponsoring us. I think the fact we are exciting, brave, bold, relentless and have ambition to break barriers and make racing history, they loved that and so do all our sponsors.”

After Brit came onboard, Player decided that the programme could accelerate. The Fun Cup, while being perfect to launch the venture, was a long way from the ultimate target, so he set about searching for a way to step up. He decided the team needed a British supercar and spotted an Aston Martin GT4 car on the market. It was too expensive, but he had a plan.

“I said to the owner, ‘we’ll give you a deposit and pay the rest in March, if we don’t pay you, you can have the car back and keep the deposit,’” recounts Player. “Luckily, he agreed, and by

March we had created such a buzz around getting this GT4 car that we managed to get all the sponsorship we needed to buy it and enough to go racing with it.

“The same thing happened the year before last. We needed to make another big statement of intent, so in the March we announced we were aiming to race in British GT. To achieve that, we needed a car, and by August we had secured an agreement with McLaren with a similar approach. We are treated just like any other customer racing team, so we have to be bold, brave, and innovative, not boring and begging.”

Taking on that mantra, lead drivers Morgan, who was paralysed in an accident at the age of 15, and Trundley, who was diagnosed with autism at the age of four, took to the wheel of the McLaren last year and secured second place in the GT4 Pro-Am class of British GT, the pinnacle of GT racing in the UK, steering the team one step closer to that Le Mans dream. Player is now in talks with automotive manufacturers to secure a GT3 car for future races.

Building a Gateway

For Player, Team BRIT is as much about racing at the top level as it is opening the door to disabled drivers at any level. To that end, in 2019 the team widened its focus from forces personnel to anyone with a disability from any walk of life. It also set up a Racing Academy to encourage people to try out a track day, even if they did not want to race.

There is now a roster of around 10 drivers, all enjoying success at their respective levels. As well as Morgan and Trundley’s GT successes, Chris Overend and James Whitley became the first ever all-disabled pairing to win a national championship in last year’s Britcar Trophy, and a new four-driver team is taking on the Citroen C1 Series this year.

“So many people want to go racing, but they don’t have the funds,” says Player. “Some drivers just enjoy racing and stay at a certain level, while others have the ambition to go further. C1 is an entry-level opportunity with long races, so teams can have many drivers. That allows us to provide a competitive car with proper racing crew support.

“A lot of our drivers come to racing late, so we have had to teach them everything from scratch, from racing to everything else on track. They have to learn the art of sponsorship, social media, creating their racing profile, everything a racing driver needs. If you do not develop these skills, you will never be able to have longevity as a racing driver.

“I tell them all, do not use your own funds to go racing, learn the art of sponsorship. If you do not do that, you will run out of money, and you cannot go racing. Last year, our second team won the title in their debut season because they were so good

at doing everything that we taught them – sponsorship, raising their profile, keeping the sponsors engaged.

“That sense of achievement, they never thought was possible, but they have earned that place on the grid themselves. Team BRIT has been a stepping-stone for lots of people in different ways. Some drivers have gone on to become their own independent drivers, and that is really one of the ultimate signs of success for us.”

Changing Lives

Player puts a significant part of the success down to the “amazing team of equally dedicated people” around him. That includes commercial director Mike Scudamore, engineering director Al Locke, PR manager Lucy Sheehan and driver coach and team manager Jamie Falvey, as well as the wider crew of race team mechanics and media operations.

They are all driven by the dream of Le Mans, yet a huge amount of what the team achieves is not actually measured in lap times, trophies, or titles but in breakthrough moments

>>>>



The Fun Cup championship was the perfect launch for the team and its ambitions



Taking class victory and third overall at the Spa-Francorchamps in the British GT Championship

of a different kind. Time and again, it has helped its drivers see that they can overcome any restrictions linked to their disabilities and sit as equals with their rivals on track.

However, Player strongly argues this was just a “by-product” of the team’s on-track success and explains: “If supporting people was our main focus, which it would be if we were a charity, our by-product would be racing. For us, it is the other way around – our drivers’ success on track, smashing barriers, getting on the podium, winning titles, never in their life would they have thought that would be possible, but it shows it is possible. It just opens up their eyes to what can be achieved.

“Some of the people who come to us, after becoming disabled, have kind of lost the fire inside them. To be competitive in motorsport, you have to push yourself physically and mentally to be right on the edge. If you are not on the edge, you are not racing, but if you go over the edge, you get into problems.

“Often, they find they love that adrenaline rush, and everything comes with it, and it reawakens them. We have some fantastic stories of people who have spent some time racing with us and then gone off to set up their own businesses, something that they had never thought possible before. Motorsport just re-lit their fires, got their adrenaline going again and gave them self-confidence.

“Back in the KartForce days, a veteran once told me after going racing he got a site manager’s job, got promoted and headhunted, got a mortgage and bought his first house. He said, ‘It’s all because of you, David’ and I said, ‘no, it’s not me, it’s you. We just gave you the kart, and everything you have done, is you. Do not take away credit from yourself, you achieved that.’ And that is what it is all about.”



Billy Monger experiences the handcontrols in the Fun Cup car

Team BRIT’s leading drivers

Aaron Morgan and Bobby Trundle are Team BRIT’s lead driver pairing, competing in the British GT Championship in a McLaren 570S GT4. Revolution spoke to them to discover how they got into racing, how it has helped them and how they have enjoyed their experiences climbing the motorsport ladder.

Morgan started motocross racing at the age of seven and progressed through the categories to 125cc. In 2006, aged just 15, an accident on his favourite track left him paralysed from the waist down, but he was determined to return to racing and, after taking lessons from the hospital ward on which he was recovering, he passed his driving test a year later then went on to become the youngest disabled person to achieve a National B licence.

He made his debut in the Production BMW Championship in 2011, moved to the BMW Compact Cup field four years later and joined Team BRIT in 2019, since when he has won races in an Aston Martin in the Britcar Endurance Championship, and in a McLaren 570S GT4 in the British GT Championship, securing second place in the Pro-Am class last season.

How did you get back into motorsport after your accident?

“Initially, when I was lying in my hospital bed, I thought my motorsport days were over, but while I was in there, I had my 16th birthday, and my occupational therapist told me that disabled people can actually start to learn to drive at 16-years-old rather than the conventional 17. That started to open my mind and helped me to realise that disabled people could drive and still be really independent.

“For the first seven years of my life, before I started motocross, I spent most weekends watching my dad karting or our family friend John racing his Fiesta Rallycross car. In hospital one day, I said to my dad ‘why don’t you speak to John and see if we can go watch him race.’ He was a bit hesitant at first, but like all annoying kids I kept bugging him and eventually he did. We went along to Brands Hatch the following weekend and had an awesome day.

“John ran a race car build and maintenance company, and it was at that point that he said he was looking to merge two businesses and, as publicity for the merger, he would love to build me a race car and get me back into racing. That was just an amazing opportunity. I was obviously extremely lucky to be given that, I am well aware of that, but I like to think I’ve made the most of it since!”

How did racing help you personally?

“It was a huge help, both psychologically and physically. Having racing constantly on my mind, I am always busy, I never have time to mope about and think about my disability. I am always thinking about the next race, any sponsor commitments I have, and so on. Then, from a physical point of view, I am in the gym regularly, trying to keep myself as fit as I need to be, to be able to race at my best.



Aaron Morgan



Bob and Aaron alongside the McLaren GT4

“It also really helps just knowing that stuff is possible. It is a real eye-opener, and it gives you an attitude that nothing is impossible. When I am in the pits, I get out of my wheelchair and into the car and when I drive down the pit lane, I leave my wheelchair behind. In some ways, it feels like I have left my disability behind too, I am out on a level playing field, competing with the other drivers.

“I played some adaptive sports for a little while – wheelchair tennis, adaptive rowing, and hand cycling – but particularly with wheelchair tennis, I tried playing with a few of my able-bodied friends and me being allowed the ball to bounce twice and them only once, I just found it extremely difficult. In motorsport, I was able to integrate into a sport where everyone is considered as equal, and that was massively empowering for me.”

How did racing for Team BRIT come about?

“I was racing in a production car championship using a slightly modified push-pull system, which is a quite widely known disability hand control. It was amazing, it got me back out and competing, but I was still at a bit of a disadvantage compared to the able-bodied drivers because I always had to have one hand on my hand control, so I only ever had one hand on the steering wheel. In a 15-minute race, that was really hard work!

“I had heard of Team BRIT. I had seen their hand controls and would have loved to be able to incorporate them into the car I used for racing, but I am not sure it would have been possible. Then, towards the end of 2019, Dave got in touch with me and invited me to a track day to try them out. I was absolutely blown away at how much easier they made it, because you can keep your hands on the steering wheel at all times.

“Then Dave asked me probably one of the silliest questions he will ever ask me. He said: ‘We have got a seat in our Aston Martin next year would you be interested?’ I jumped at the chance, and it has been amazing. Our first season, in 2020, was delayed because of the pandemic but when restrictions were lifted, it gave us a chance to do a lot more testing than in a normal pre-season. It has been an upwards trajectory ever since.

“The team also has a SIM and that is great because you can modify a computer controller far more easily than a car. We use the right clutch as the throttle, the left as the brake and the buttons in the middle as gears, so it operates exactly the same way as in the car. If we go to a new track or need to test something, we can jump in there and when we get to the real track, it is not quite as steep a learning curve.”

What has been your greatest achievement on track?

“At Spa last year in British GT, Bobby and I got a third place in GT4 overall and won the Pro-Am class. I cannot put into words the feeling; it was just incredible. The whole team was involved – the mechanics pulled off an incredible pit stop to put us into the lead of the Pro-Am, Bobby put in the stint of his life, and I had an incredible stint too. That is by far our biggest achievement yet, but I am sure there is going to be plenty more to come.”

What are your aims for this year?

“After having a learning year in British GT last year in the Pro-Am class, we are in the same one this year. As a team, we are really pushing to win GT4 Pro-Am overall and that will put us in a great position to become the first all-disabled team to compete at Le Mans. The ACO are changing the rules next year so that GT3 cars are eligible, so that is the first possible opportunity for us to enter.

“That is my ultimate goal, and I really have my fingers crossed that we can do it. Achieving that would be absolutely incredible, but with the level of determination and support we have within the whole team, the support we have from our amazing sponsors and supporters as well, I have no doubt that it will happen.”

What is the ultimate aim for disability in motorsport?

“That it disappears completely and is just not seen as an issue. That is the biggest goal of all.”



Bobby Trundley

Revolution - April 2023



2019: Bobby won four out of five races in the BMW 116 Trophy Series

Bobby Trundley was diagnosed with autism at the age of four but when he discovered motorsport, he uncovered a talent that changed his life. He rose through the ranks in karting and was a finalist out of sixty participants in the Ginetta Junior Scholarship in 2014, having only minimal experience.

He went on to take five national karting titles along with the Anna Kennedy OBE, Autism Hero Award for outstanding achievement in sport and the ANCA World Autism Festival Excellence in Sport Award 2017. He joined Team BRIT in 2019, racing in the BMW 116 Trophy Series, where he won four out of his five races in his first ever year of car racing, and has not looked back since.

How did you first get into motorsport?

“I went to a karting party at an indoor track, but with my autism I just got overloaded. The smell, the noise, I could not handle it and it triggered a reaction that made me run out of the building crying. Thankfully, I was encouraged to go back out when the others had lunch and it was quiet. As soon as I went out of the pit lane, I fell in love instantly. I discovered I was pretty good at it, and, for the first time, I felt like I was in control of something.

“I won the fun race at the end of the day and that began a very exciting journey. I did a Daytona championship and some owner racing but in 2013, my mum had a heart attack. That stopped me racing for about a year and I felt a bit lost, but eventually I got back on the track and in my first one-hour endurance race, I made it onto the podium. I went on to race in Daytona D-Max for four years, winning five championships.”

How did you end up joining Team BRIT?

“In 2018, I did a charity race for the Halow project, which has Damon Hill as one of its patrons. He was racing and I must have impressed him and also former Team BRIT driver Warren McKinley, because they both told Dave about me, and I got invited to try out one of the team's old BMW Fun Cup cars at Dunsfold.

“Doing laps around the Top Gear track and experiencing how a race car can drive was an absolutely unbelievable experience and I must have done something right there too, because I ended up racing for the team in 2019 in the 116 Trophy. That opened my door into motorsport and from there I have just been climbing the ranks.”

>>>>>

David Archer, Kingsize

How did people react to your autism?

"I was basically treated like every other person. In motorsport, no one really cares if you are disabled or not. Whether you are in a wheelchair, you have autism, anything else, if you are behind the wheel, all everyone cares about is how quick you are, how consistent you are and how you can bring a fantastic result. Obviously, it is harder for us, but we are treated in the same way.

"It is outside of motorsport where it is more of a challenge. I could not get a job until I joined Team BRIT because nobody would take me on. I actually did an experiment once where I applied for a job with a certain national supermarket and did one application with autism and one without. The autism one did not go through, the one without did. And that just goes to show what we are up against with basic disabilities, especially hidden ones.

"I ended up going on Sky News about it and a senior manager at BT was watching. He helped me to get the job I am doing today, delivering telecommunications equipment to exchanges and building sites. But in the paddock, in British GT, it is the pinnacle of GT racing in the UK and just to be competing there is an honour. Everyone treats each other with respect because everyone has worked so hard to get to that stage."

Has racing helped you with your autism?

"Absolutely. A hundred percent. My autism amplifies things, so something that may seem very little to someone else could be 20 times worse for me. When I first joined the team, my anxiety levels were really high, and I would just go off and cry somewhere. I always needed my mum and dad around me, I was too scared to travel on my own, but the team has helped develop me into who I am today.

"I still find autograph sessions a bit of a challenge, but I have started to get used to them. The end of season awards was the worst situation I have ever been in in my life, though, with the noise, the flashing lights. I couldn't go on the stage because I was too scared. So, sometimes I still need to step away and cool off because my head is about to explode, but it is what it is.

"On the track, when you put that helmet on, it is almost like you are in a different world. It is like the autism fades away because you just focus on one thing, to drive the car to the maximum of your abilities to bring back a result. The big step up from karting to cars is a massive jump for anyone, but as we went up the ladder it has just got a lot more comfortable with the team.

"Obviously, it has its negatives off track, but I have always said my autism is almost like my little secret weapon when

I get behind the wheel. Going through a corner, drivers without autism will just focus on their marks, position the car to the outside, hit the apex, power through; with my autism, I feel I make minute calculations a little bit quicker and in a racing situation, I probably make those last-minute decisions quicker too."

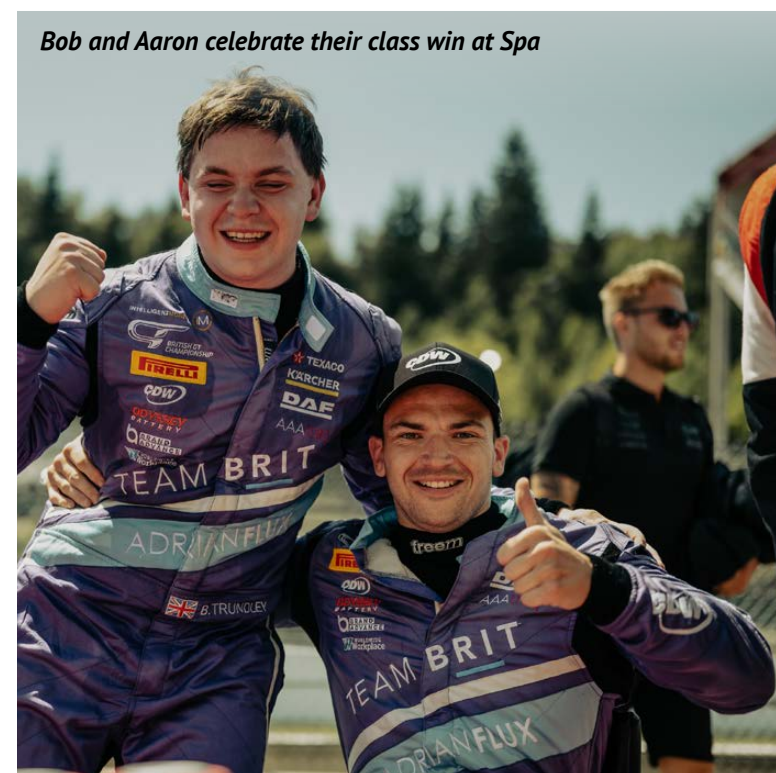
What has been your greatest racing achievement?

"The biggest highlight of all, so far, was racing around Spa and having the talent of Darren Turner, a former Le Mans winner, breathing down my neck! That was something I can tick off my bucket list! Another was in 2019 when I was racing at Snetterton in the rain in the 116 Trophy and I won race by three minutes! I was three seconds a lap faster because I was able to find the grip in the wet."

What are your aims for this year and the future?

"I am racing in British GT in the same McLaren as last year. We are against newer machinery, but we like a challenge as a team. The next step would be to get a GT3 and compete in British GT3 or similar and once we get that, we are a step closer to Le Mans, which is our ultimate aim.

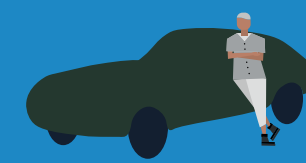
"We are actually pretty much there. We just have to show our talents and move up the ladder and every year it is getting more and more likely that will happen. The team is growing, and we have fantastic drivers coming through the ranks. The first step is getting to Le Mans. Then, once we get there and we make our mark, the next stage would be to win it! That would be the absolute ultimate."



Bob and Aaron celebrate their class win at Spa



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COACHING PATHWAY RELAUNCHED

Motorsport UK now offers a professional qualification for Coaching in Motorsport. *Revolution* learns more about the course and what it entails

The investment in Olympic sports since the late 1990s resulted in a more scientific approach to athlete development, and the 2012 and 2016 British Olympic medal count, which raised the UK to third place in the medal table, demonstrated the success of this methodology.

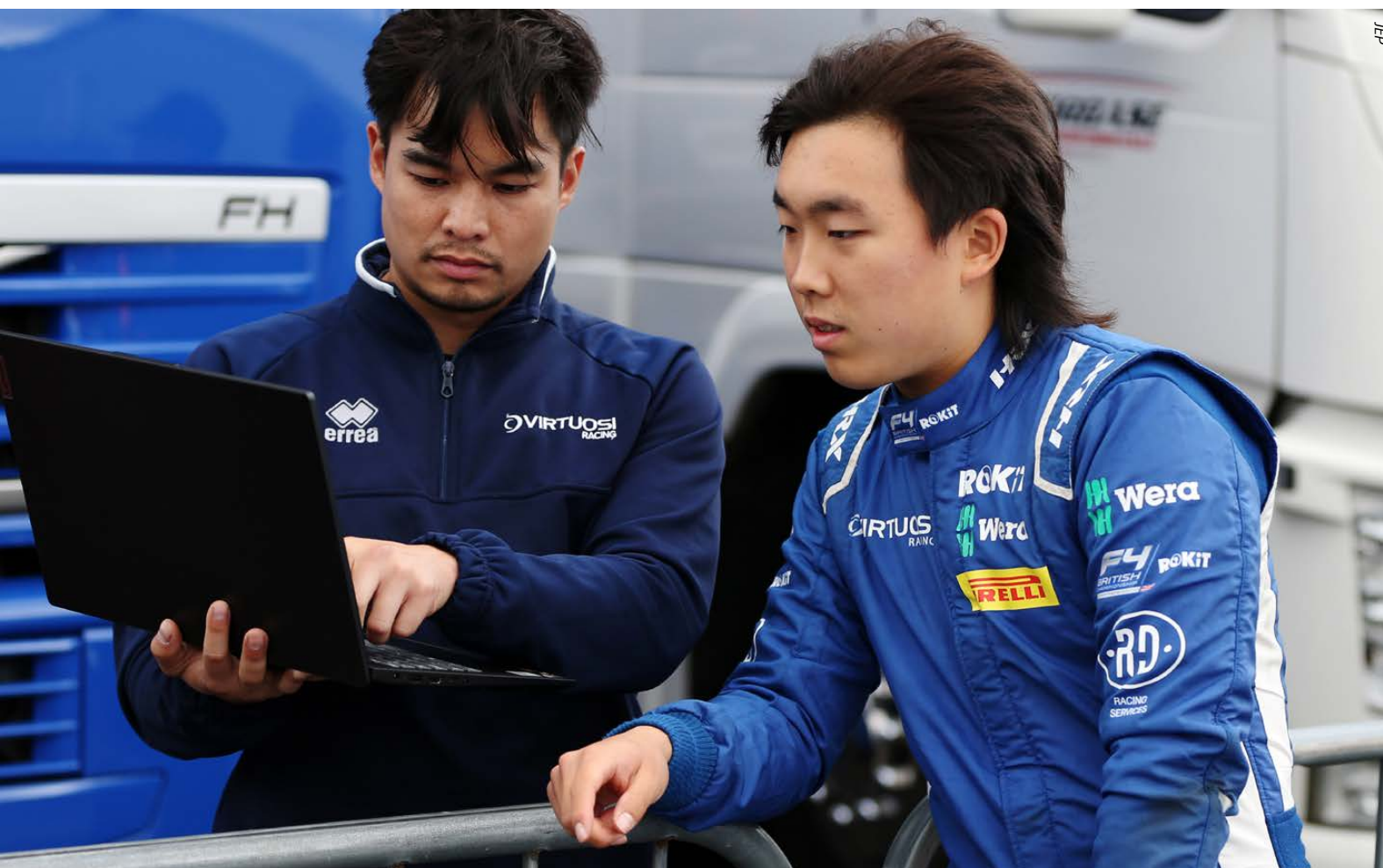
Motorsport largely missed out on this evolution, so to introduce and deliver this 'new' athlete-centric best-practice coaching formula, Motorsport UK has developed the Certificate in Coaching Motorsport (1st4Sport, Level 2) to set the standard for coaching in motorsport.

A successful pairing of driver and coach should bring out the best in everyone

The qualification provides personalised and collaborative experiences to develop and support learning, using a combination of face-to-face sessions and online videos and workshops. It covers technical, tactical, physical and mental skills, and most importantly, the underpinning coaching principles drawn from best practice within the sporting industry.

This course is ideal for anyone who is supporting and developing a driver at any stage of their career – from grassroots through to elite athletes. You might be an existing instructor or motorsport coach wanting to develop your skills, or you may be brand new to motorsport coaching. You might even be fulfilling a different supporting role in the industry such as a motorsport engineer, team manager, a parent, or even a driver coaching another driver. Whatever your motivation, this course covers everything you need to know to make your coaching more successful and more effective.

>>>>>



Working with, and helping to interpret the trackside data

What to expect

Designed and created in collaboration with UK Coaching and 1st4Sport, our team of expert competitors and coaches have drawn relevant learning from other sports, and produced a course which blends together online and face-to-face modules. Leading to a recognised 1st4Sport Level 2 qualification, the course requires commitment from candidates to complete the following:

- Pre-course reading
- Delivery over 13 weeks
- Two face-to-face full day workshops
- Review nine videos
- Attend six webinars
- Deliver practical Coaching Sessions
- Complete 16 Tasks
- A final assessment (exam)
- Produce a Continuous Professional Development (CPD) Plan

Candidates will be expected to undertake approximately 2-3 hours per week of independent work, outside of the course delivery described above. This will include pre-course reading, tasks, session planning and practical coaching.

The practical coaching will form part of the 'Applied

Coaching block'. For this, candidates will need to complete a minimum of four coaching sessions with a participant. Ideally, these sessions will be with the same driver / co-driver, and candidate coaches will be responsible for organising a participant to coach, and the sessions will take place in addition to the course delivery times.

Refreshed and updated

Motorsport UK previously piloted a level 2 Coaching Performance Motorsport qualification. Targeted at professional coaches and drivers, the learning gained from the original course has reformed and modernised the delivery process. *Revolution* spoke to two of the course leaders – Dr Brian Cameron, a specialist in talent and team development in motorsport, and James Wozencroft, a Level 4 qualified sports coach working in motorsport, both of whom are former competitors – to find out what the latest revisions offer.

"The new course structure has been streamlined," says Brian Cameron, "to decompress the previous (pre-2020) four-day intensive learning course to create a blended solution of online and in-person teaching spread out over 13 weeks. The content has been updated as well, but it remains largely the same, and the new delivery method is more effective.

"Being able to run webinars at regular intervals" adds James Wozencroft, "and using an online platform that the coaches can access for information and to submit their assessment work, means that we have a more regular contact with the ongoing work. This new timeframe allows the coaches to reflect more on what they are learning, and they then get more from the course."

The original coaching course was created around 8 years ago, and since then motorsport has changed and evolved, so the coaching course has been refreshed to reflect this. One area of change notes Wozencroft, is the use of simulators. "The use of simulators now in motorsport is huge," he says, "and the benefits are big. Previously this was not discussed in the coaching qualification, and now it is an integral part to a driver's development, a tool that a coach can use, and it is now a significant part of the course. We use it [simulators] as part of the assessment within the qualification, as well as spending time discussing the benefits and limitations of using simulators."

"This is a great example," adds Cameron, "of Motorsport UK showing the way forward, and what the benefits and risks are when adopting new technology and techniques."

"Motorsport has always had an element of risk," says Cameron, recalling the 'Motorsport can be Dangerous' signage that we are all familiar with, "but the attitude towards risks in sport has changed within society, and the role of the coach in sport needs to adapt to reflect this. There are now different expectations on how sport looks after people when they get involved – 'am I being safeguarded?'"



Onsite workshops take place at Bicester Heritage, Oxfordshire

'Are we being inclusive?' – these have been challenged in other sports, and motorsport needs to challenge them too. And that is also the role of the coach, to make sure that they do not walk into, or create any difficult situations, because they have not considered people at risk, how they can be more inclusive, or even be unconsciously exclusive."

"There is something in the Level 2 Coaching Qualification for everybody," adds Wozencroft. "Even the coaches that have been out in the world coaching for a long time and are very good at what they do. The course digs down into why things work. During this course we put a bit of science behind it, a bit of reasoning behind it, so coaches can now understand 'why that works' and then know when to deploy it at the right time. This makes the process more consistent and more accurate."

A further benefit from participating in this course has been the way that it brings coaching professionals together. "Coaching can be quite a solo occupation," notes Wozencroft. "A lot of coaches do not spend much time talking with, or seeing other coaches, to talk about their practice. With this course you might get a group of 16 coaches together, and as they begin to talk, and to share knowledge, they learn a huge amount from each other. This is an opportunity that you do not get in other places."

>>>>



The growing use of simulators in motorsport is reflected in the coaching course

What, when and where

The workshops and assessment sessions will be based at Motorsport UK's HQ at Bicester Heritage, Oxfordshire. Candidates will be responsible for arranging their own travel (and accommodation, if required). Where possible Workshop Two, and the final assessment, will be arranged on consecutive days. Lunch will be provided on both workshop days, but not on the assessment day, where you will be required for up to two hours to complete your assessment slot.

Attendance at the workshops is mandatory as part of the qualification, so please check the published dates are suitable before signing up.

The online webinars will be held in the evenings, on delivery days, from 7pm-9pm. Candidate coaches will be expected to be available and present for all of the live teaching hours, which includes the webinars.

The Certificate in Coaching Motorsport course covers a range of interesting modules which will utilise existing knowledge as well as introducing you to new topics. This course is structured using the following topics:



Welcome to Coaching

- Introduction
- The role of the coach



Driving Skills

- Key terminology
- Seating position
- Vision
- Friction Circles



Coaching Theory

- Communication methods
- Coaching Principles
- Skill acquisition



Effective Development

- Development plans
- Participant centered coaching



Coaching Tools

- Simulator hardware
- Coaching from video & data



Workshops

- Session preparation
- Coaching theory & practice
- Practical safety
- Performance psychology
- Common driving mistakes
- Simulators, data and video



Applied Coaching Block

The applied coaching block is dedicated to the completion of 4 coaching sessions. These sessions will be planned, executed, and reflected on during this time.



Sports Science

- Intro to Sports Science
- Fitness & Nutrition



Compliance

- Managing a compliant operation



Final Assessments

After successful completion of the course, the coach candidates will enjoy the following:

Personal learning:

- Understand the role of a sports coach in motorsport
- Understand and be able to create a coaching environment
- Understand coaching theory and be able to apply this within their practice
- Have a basic understanding of sport science
- Use a selection of tools to aid their coaching
- Have the ability to plan and deliver an array of coaching sessions
- Evaluate coaching sessions to reflect and develop personal practice
- Access to Continuous Professional Development (CPD) via the Coaching Hub, workshops, and conferences

Professional practice

- Eligibility to apply for a Motorsport UK Coach Licence
- Coach licence holders will be given a profile on the Motorsport UK Coach Finder website, allowing them to promote their expertise and services to the wider Motorsport UK audience.
- Coach Merchandise and discount on further garments plus licenced use of the Motorsport UK Coach logo on personal clothing, websites, and marketing materials
- Coach Insurance

The level of insurance available will be confirmed upon application and will be based on your coaching role of either a Driver Coach or Support Coach. The maximum level of **insurance available will be as follows:**

Public Liability Insurance – As a qualified coach you will be insured for up to £10 million Public Liability insurance arranged by Marsh Sport, covering you if you are found to be legally responsible for causing bodily injury to third party (such as a member of the public or another member) or for damage to a third party's property.

Personal Accident Cover – As a dedicated coach you may train and compete regularly yourself. Personal Accident insurance arranged by Marsh Sport, means you can do this 365 days a year with peace of mind that you are covered along the way for a range of benefits, without worrying about not having protection if an unfortunate accident should occur.

Professional Indemnity Insurance – As a qualified coach you will be insured for £10 million worth of Professional Indemnity insurance meaning that you are protected for claims made against you in the event you cause an injury or financial loss caused by a negligent acts, errors or omissions during coaching activities and services provided to your drivers or co-drivers.

The initial coach licence fee is included in the price of the Certificate in Coaching Motorsport (1st4sport, Level 2) fee – see below. Thereafter, the coach licence will require renewal every three years following successful CPD.

Pre-requisites and fees

Candidate coaches must meet the following criteria for enrolment:

- Provide photo ID (such as a passport)
- At least 17 years of age (18 years prior to certification)
- Hold an instructor licence with ARDS / BARS / ARKS / AHASS or provide evidence of relevant equivalent technical competence and/or sporting experience
- Have access to a laptop or computer for the online course components
- Hold a full UK driving licence
- Be able to communicate effectively in English (listening, speaking, reading, and writing).

The cost of the qualification is £595, which includes the workshops, webinars, online modules and practical assessment, all coaching resources, educator support and the learner registration fee to 1st4sport, as well as the initial Motorsport UK Coach Licence.



The first cohort to complete the new course, along with instructors, and Competitions Pathway Manager, Katie Baldwin



Course dates and application process

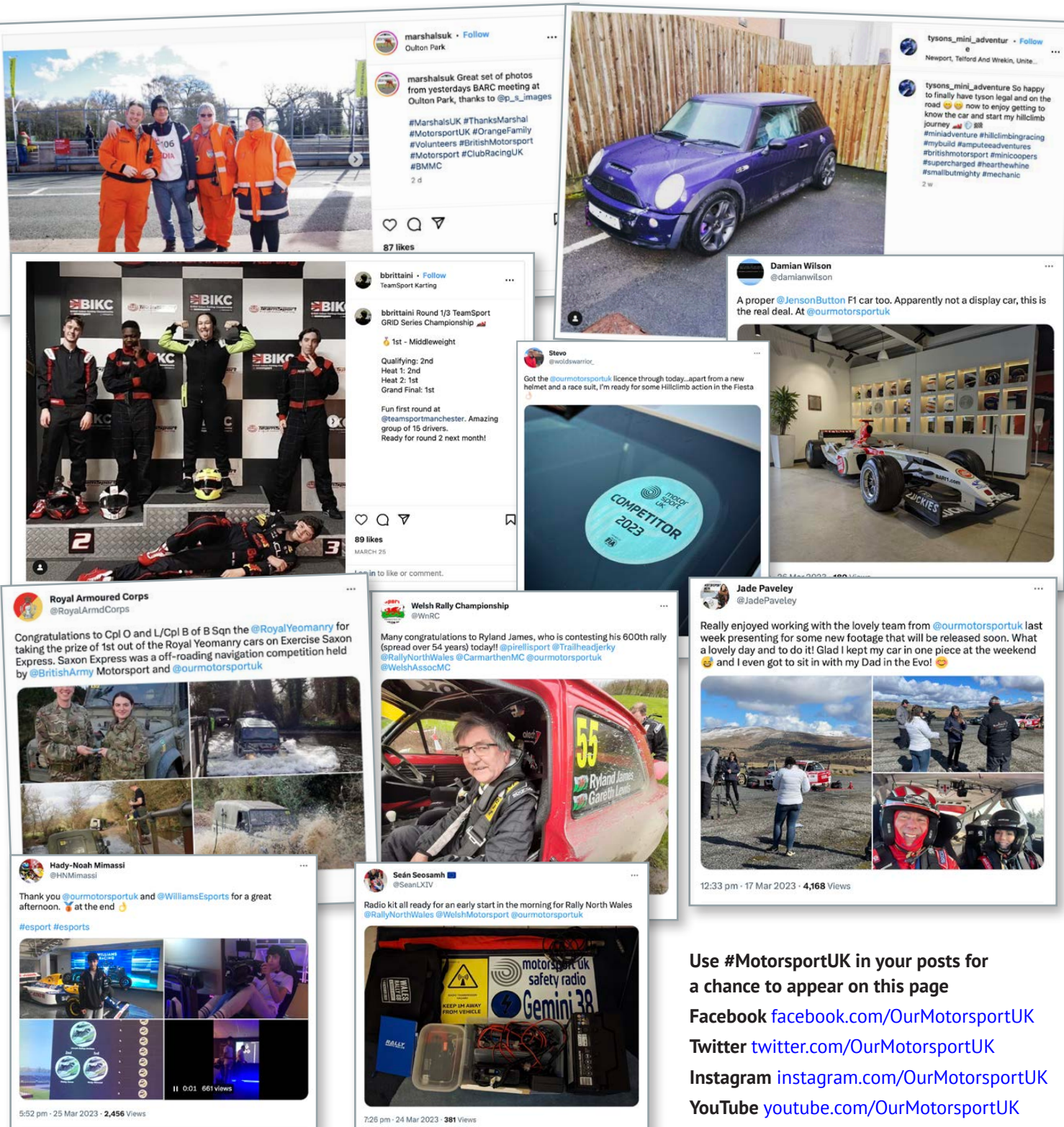
Register your interest [HERE](#) to start the application process. Once registered, the Motorsport UK Coaching team will send you the course delivery date options and a qualification application form. Places will then be confirmed upon review of your experience and suitability to the qualification.

MOTORSPORT UK CONNECTED

Online highlights from the past month on social news feeds

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

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



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 Alex Dunne prepares for GB3 debut

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INSPIRING THE NEXT GENERATION

Nash Vracas is the Chair of the Greenpower Education Trust, a STEM education scheme, and Motorsport UK Club, that opens the door to the world of motorsport. *Revolution* spoke to her, to find out about her career and how the scheme could feed new young people into local Clubs around the UK

Nash Vracas was just nine years old when she was bitten by the motorsport bug, watching her sister design, build and race an electric car as part of Greenpower. Vracas went on to forge a career in engineering, steered by the skills and mindset she learned from taking part in the scheme herself, and is now looking to develop new innovative ways to help it grow.

Greenpower involves teams of students aged 9 to 25 competing at Permitted events in the UK and across the globe, with an annual final often held at one of the UK's top circuits. Recently, it has drawn marshalling support from Motorsport UK's

Orange Family and Vracas is now hoping strengthening connections with motorsport clubs can inspire the next generation.

"When I started going along to the events all those years ago and saw what my sister was doing, I absolutely fell in love with it," recalls Vracas. "I really wanted to be part of it because the atmosphere is absolutely infectious, it's so big and bold. It just felt really exciting and I wanted to be part of it."

"As soon as I went to secondary school, my sister took me to the technology teacher and said 'she absolutely needs to do this, she will love it' and that was pretty much the start of everything. It's not one of those things where parents take children along and they just race a car. The students do everything."

"The children and young adults that take part in Greenpower design and build the car themselves. So when something goes wrong, it's the kids that fix it. They work as a team and work out what's causing the issues. It's suddenly all about fixing the problem rather than winning the race."

"For me, that was just so much more exciting than just a car race. It was problem solving, working in a collaboration, we really were a team with a common goal. When one of us had a down day, or something had gone wrong, we were always there to pick each other up, and those are life lessons I've taken all the way through."

That initial spark led Vracas to eventually study a Master's at Cranfield University in Aerospace Dynamics, with the aim of becoming an F1 aerodynamicist. During that time, she spent time as a research student working for Radical Sportscars and – for those who race or watch these popular cars on track, she was responsible for the rear wing on the SR3-RSX.

>>>>



On the startline at Rockingham Raceway in 2016



Vracas (second from left) with her F24 team and car 'Roadworks' at Goodwood, July 2007

Her career eventually took her away from the sports side of automotive and into road car design, initially at Jaguar Land Rover and now, after a foray into the world of Olympic sports working for Team GB's skeleton team, to the consultant engineering group RLE International as an Aerodynamics Specialist.

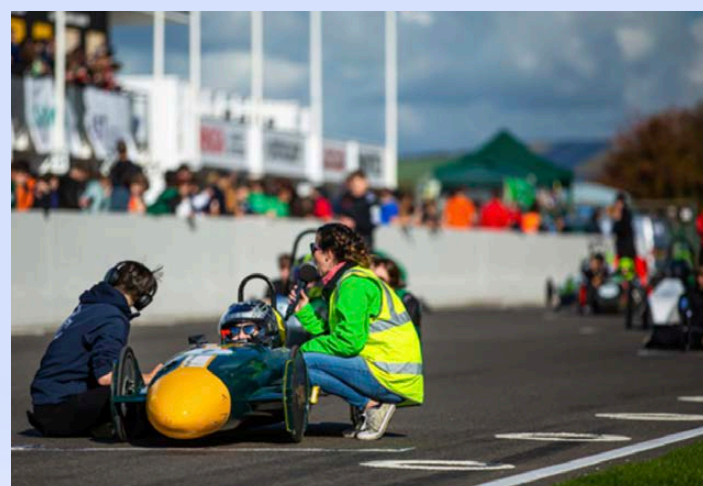
"Greenpower was the hook that got me involved and I was absolutely captured by the automotive world," she explains. "I was really interested in why things worked the way that they did, rather than how do you build things to create a product. That is why I actually went on to study physics and specialised in fluid mechanics.

"I ended up getting a job in the automotive world, rather than in motorsport, and I absolutely flew with it. I had an amazing time and I feel I probably went up the ranks a lot quicker than most people because a lot of the skills that most people learn when they go into a job for the first time, I had actually already picked up at Greenpower.

"I was happy and comfortable explaining what I was doing, I had all the communication skills down. I also wasn't bothered about the fact that things don't happen overnight, because I'd spent seven years working on Greenpower. I knew that things took time and I could maintain the level of enthusiasm all the way through.

"When I moved to Team GB, I had never worked with an elite athlete before and I was very nervous going in, but actually within a very short amount of time I realised it was just like being at Greenpower. It was the same atmosphere, the same kind of people, very dedicated but also with the ability to relax and have a laugh."

Throughout that time, Vracas had spent time volunteering for Greenpower, initially only for the final at Goodwood but then at an increasing number of events. She became part of the team and in 2016 she was asked to join as a director. She jumped at the chance, and has become increasingly committed to helping it prosper ever since.



Grid walk during the International Final, Goodwood, October 2022

Spacesuit Media



Greenpower Education Trust Staff and Event Team, Rockingham, 2016

Not Twiss

Over the years, she has not only seen how the scheme has formed the people who go through but also how it has inspired them to continue their passion for the sport. Some have gone on to carve out professional motorsport careers in engineering or in other sectors, while others have joined motorsport clubs to compete at all levels.

"Greenpower set me up so well and gave me such a strong foundation, I really wanted to pass that on to the next generation," she says. "I wanted them to get the same opportunity. I have now been volunteering for 13 years and I have seen more than a generation of children go through secondary school.

"I have worked alongside people and even had people work for me who have been part of Greenpower, and I see and recognise those traits that I had at that age in them. They have that confidence, they are comfortable in what they are doing, really dedicated, they work together as a team and they have grit and are not going to give up.

"About a year ago, our previous Chair stepped down, she had taken us all the way through Covid, and for her that was enough. I was asked if I would consider taking that position and, again, it just seemed like a needless question! I was more than happy to and I've been doing that role for a year now."

Vracas is now in the position to help Greenpower grow, and there are probably few people with as much passion to do so than her. The scheme has three categories for different age ranges and, currently, mostly draws teams from schools, although there are a number of independents too.

The race season involves around 35 events nationwide, all spread around to cover as much area as possible – England, Wales, Scotland and Northern Ireland. The aim is to ensure nobody travels too far to get to an event, so within about an hour and a half for the older categories and an hour for the junior event.

Teams are given a set of regulations and there are now two ways to get involved – either as a 'scratch build' car, where any design goes as long as it is within the regulations, and a 'kit' car approach, where teams buy a kit containing all they need to get started and it is up to them to work out how to put it together.

"We encourage teams that started with a kit car to then move on to a scratch build," she explains. "We usually say it takes a season to get started, so if you start in September, you may be able to race by June, definitely into October, but then be prepared to have the following season as your whole season.

"Most importantly, it is not a one hit wonder. We encourage teams to go away, learn from the season before and work through any problems – because that is exactly what happens



Vracas with her F24 team and car 'Bananarama', Goodwood, 2007

in the engineering world. The amount of time you spend, well, that is very much up to the teams as to how they do it."

The organisation has Centres of Excellence around the country, where teams that lack facilities can make a base and access what they need. There are also companies that are engaged, either on a national or local level, to lend equipment, workspace and skills. But Vracas believes engaging Motorsport UK Clubs could be another avenue to explore.

"I would like to see it growing more," she continues. "Before Covid, we did our first street race in Hull and we had others lined up, one in London and a few other councils had approached us too. That fell over because of Covid, but I'd like to see that sort of thing come back and for us to expand in a way that makes us more available to more people.

"A lot of people say it's the best kept secret, but I don't want it to be a secret! It would be great to get Clubs involved and I would like to work towards that more. We have had clubs involved in the past, but it tends to be very regional. So far, it has tended to be when people approach us rather than us them.

"We have an individual on our Board who is a Marshal and is involved with Motorsport UK, and he has been helping us in starting to do that, at the moment from a marshalling perspective. We do have people around that are heavily linked within the local motorsport world and linking up more is definitely something that I think would be fantastic to do."



Curborough Sprint Circuit

A technical, fast, and very exciting Sprint circuit, Curborough is one of the most popular Motorsport Venues in the UK, with events taking place most weekends from March through to October. Shenstone & District Car Club (SDCC) Chairman and Competition Secretary John Williams gives Revolution the low-down on the venue

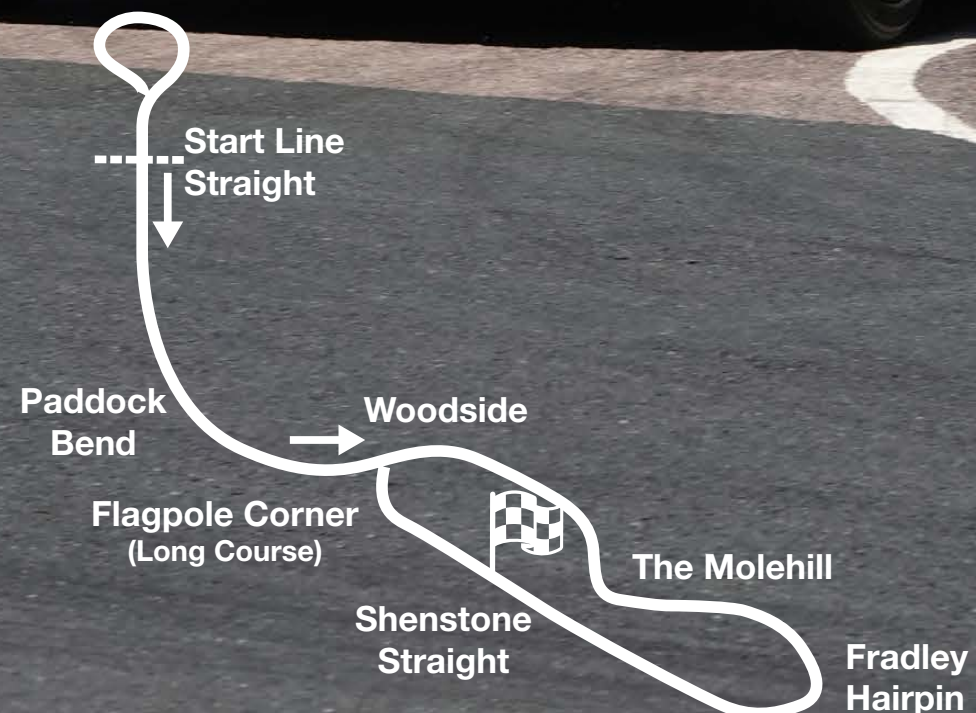
Circuit: Curborough Sprint Circuit

Location: North of Lichfield, Staffordshire, WS13 8EJ

Length: Single Lap (831m), double lap (1,447m), Figure of 8 (1,467m)

Website: www.curborough.co.uk

>>>>>



Fascinating fact

The track's 'Molehill' section was created not by moles but allegedly by a builder labourer, who was asked to dump some rubbish and decided to dump it there!



The venue hosts its own Sprint Championship which caters for all types of cars, from standard car classes, through modified cars, and Single Seaters



Steve Udall

Steve Udall

History

The site was originally part of RAF Lichfield and became home to motorsport when a local farmer purchased it in 1962 and the SDCC developed one of the finest sprint courses in the country. The inaugural sprint meeting took place on 16th June 1963 with a field of 35 competitors and was won by Ian McLaughlin in a Cooper Jap. The second meeting, which saw the course shortened to that of the present day, was also won by McLaughlin, this time in a Cooper X.

The course was extended with a double loop track in 1992, along with protected marshal posts, a spectator viewing bank and cone-marked corners replaced with proper rumble strips. The figure-of-eight course was introduced in 2014 with a new commentary tower, and an improved café and toilet facilities added more recently.

The circuit

The racetrack is accessed down a 'return' road from the paddock to the start area, where a straight line start leads to a fast left hand bend. The track then bends to the right to a chicane at the 'molehill', up to the right handed 'Fradley' hairpin, then onto a straight run to the finish line.

There are three different formats, with the above being a single lap. A double lap includes a sharp right after the finish line that leads back around to the top part of the course, and a Figure-of-Eight with cross-overs in the middle of the circuit.

Competing categories and events

Sprint meetings include all types and capacities of vehicles from standard road legal vehicles to high powered single seaters. The Curborough Championship (using all three

formats) is in its 25th year and attracts around 70 entrants, bringing together SDCC, British Marshals MC, Sheffield & HMC, Owen MC, Mid Cheshire MRC and MGCC's, who all run individual rounds.

Curborough is used for more than 20 Sprints per year as well as Autotests and AutoSOLOs as part of the StreetCar initiative. During the season it is used seven days a week for competition car test days, track days, experience days and other motorsport events. It is often used for car magazine photo shoots and TV shows, but also holds pedal car racing and regular cycling events.

How to get on track

Many different clubs, organisations and individuals run track days, competition car test days, experience days and other motorsport events. SDCC encourages newcomers through its Introduction to Sprinting Day and its Sprint Academy initiative, while the Institute of Advanced Motorists also runs Young Driver Days. The club produces an annual Yearbook promoting all events and the track is also available for hire when not already booked out.

Challenging corner

The first left hand bend after the start straight is where time can be won and lost on any of the three formats. It is a quick corner with far less run off than you may think, and many consider it the most challenging and toughest corner around.

Here, bravery reaps rewards!

Best viewpoint

The banking alongside the finish straight offers a great view of the action and the opportunity to clearly hear circuit commentary. The new commentary tower also has a great view – but that is not open to the public.

Best spot for photography

The entire track can be viewed from most of the spectator areas, giving plenty of options for good shots of the action.

Best place to eat

The Sprinters Rest café offers plenty of options on site, while many takeaways and food shops can be found in nearby Litchfield if you want to bring food in.

Family fun

The spectator banking alongside the finish straight is a great spot for families to watch the action while also enjoying the Sprinters Rest café and plenty of space for children to play.

Where to stay

The Premier Inn on the A38 (southbound) offers good relatively affordable accommodation. There are also various hotels in nearby Lichfield, lots of local B&Bs and, at some events, camping at the circuit.

Best pub

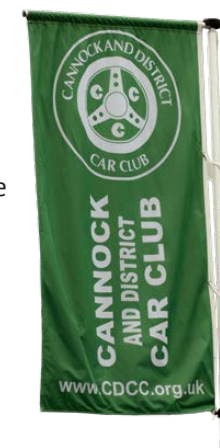
The Swan at Fradley Junction is a pleasant and highly rated canal-side pub featuring canal memorabilia and artwork. It offers good ale and fine food from a straightforward menu. A great place to visit after a day of racing.

Things to do nearby

Local attractions include Drayton Manor Park, with its roller coasters, a zoo, and Thomas Land; Conkers outdoor fun park; the National Memorial Arboretum; Barton Marina; and Lichfield Cathedral.

How to get there

The circuit is north of Lichfield and on the A38 trunk road. Follow signs for Fradley Park (not Fradley Village) and then take the brown signs for Curborough Sprint Course. Roadworks are likely, as the HS2 railway is under construction outside the circuit entrance, but access to the sprint course will be maintained.





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Autocross

Autocross is an ideal discipline for novices looking to get their first taste of competitive motorsport. The aim is to tackle a temporary course, usually between 800 and 1200 metres long, in a grass or stubble field, competing against the clock

Competition format

Each competitor will typically have one practice run of three laps, then three timed runs of four laps, from which their fastest time is used for the results and awards. While it is not a racing discipline, there may be multiple cars on the course at any one time, depending on course space and conditions.

How do you get involved?

Join a Motor Club that runs Autocross events and volunteer to help by marshalling. This way you get to see how everything works, and you can walk around the paddock and ask all the questions you might have. You will find everyone is approachable and full of useful information, often giving you answers to questions you may not have known you had!

What age can you start?

Junior drivers can start competing in the year of their 14th birthday. They are restricted to standard production cars with a maximum of 1400cc, but this provides the opportunity learn the basics until they reach 16 years-old, when they can compete in any class using the RS Clubman license.

How do you win?

The event is split into different classes, each of which will have a winner. Competition is against the clock, and the quickest person wins.

>>>>>

Top Tips!

- » Join a Club
- » Ask lots of questions
- » Offer to help fellow competitors
- » Enjoy the occasion
- » Listen and learn

With thanks to Colin Anderson, ASWMC Championship co-ordinator and organiser and four-time Autocross Champion

Dust and excitement from accessible motorsport



What makes a good car?

A reliable one! For Autocross, ideally you need a forgiving, predictable vehicle, preferably not too heavy. There is a class for just about any vehicle you can think of, so you can enter with a standard production car, a modified production-based car, 4WD or a special / buggy. Currently the most popular standard production cars are typically a Citroën Saxo, Ford Puma or a MGZR, as they are relatively inexpensive and second-hand spares are readily available.

Can you drive to events?

It is possible to drive your competition car to events, although most people use trailers, as the unexpected can happen when competing.

What equipment must the car have?

The minimum kit to compete is mudflaps behind ALL four wheels, clear marking for both the ignition on / off, and the battery earth, tow eyes front and rear, and a hand-held fire extinguisher that meets current Motorsport UK regulations. Roll cages and harnesses are recommended and are mandatory in the juniors.

What personal kit do you need?

Each driver will need flame retardant overalls, a helmet that meets the current Motorsport UK regulations and gloves, also preferably flame retardant.

What are the general costs of running a car?

This varies, depending on class and power: the more power you have the more fuel and tyres you use, and the more costly it becomes. Some of the competitors in the standard classes make a set of tyres last a whole season, whereas the quickest and most powerful cars will wear tyres out during one event. Sometimes, drivers might also use different tyres as conditions change, in order to optimise traction.

How can you maximise your budget?

A well looked after car will always look after its driver, so good preparation is key and can help to keep costs down in the long run. Cars can also be double driven, so you can team up with friends or family and help share the cost of competing.

What about travel and accommodation?

Currently, Autocross events are mostly run in the South West and North East of England, so it depends on where you are based. It is hoped that other motorsport Clubs around the country will embrace the discipline and launch new events to broaden its reach.

Autocross in action at Torbay Motor Club's Seaton Junction event



Road cars can be adapted to suit Autocross competition



What makes a good driver in this discipline?

Autocross is an excellent place for any driver to learn or hone driving skills as the track surface is constantly changing. You have to be adaptable and have a good feel for the conditions, plus the ability to carry momentum is also a huge advantage. People who have some karting experience seem to get on well with this.

How can you learn the basics?

Watch others driving the course and then chat with them about it. The beauty of Autocross is that the course changes all the time, so there is no substitute to getting out there and just continuously improving your technique.

How do you improve and progress?

There is a great progression path all the way from the juniors, with a range of classes to move through to rise up the ladder. Autocross has been a good feeder to Rallycross with numerous former British Champions cutting their teeth in this discipline. In fact, many love it so much, they return later in their motorsport careers.

What events are out there?

In the North East, Cramlington and District Car Club currently runs between five and eight one-day events at a single-venue. In the South West, five motor Clubs combine to host seven two-day events, staged between Cornwall and Oxfordshire, which form the 1st Choice Finishes 2023 ASWMC Autocross Championship.

A Hayabusa-powered Mini piloted by Mark Tredwell



How do you enter and what are the costs?

Entry to each event is usually through the host Club's website, with a one-day event entry approximately £80 and a two-day fee around £140. Fees are reduced for junior drivers. 🏁



For further details on your nearest AutoCross Club and event, visit www.aswmc.org.uk and www.cdmc.club



Bocado AutoSOLO and Production Car Autotest

23rd April, Shenington Kart Track, Banbury

Using a new venue at Shenington Kart Track, this Oxford Motor Club event is suitable for all levels of experience, from the experts and beginners, and is an ideal introductory event for StreetCar competitors. Further details and regulations are available from entries@oxfordmotorclub.co.uk

www.oxfordmotorclub.co.uk



Coronation Meander Touring Assembly

3rd May, The Motor House, Moota, CA13 0QE

Wigton Motor Club is hosting a Coronation Run on Wednesday 3rd May. The Meander will be approximately 55 miles long and will be run at a very sedate pace with simple route instructions and no formal timing. We start our day with coffee and biscuits at the Motor House from 10.30am. First car departs at 11.30am.

www.wigtonmc.co.uk



The McDonald & Munro Speyside Stages

21st-22nd April, Elgin, Moray, Scotland

A near capacity entry of around 120 cars will contest this year's McDonald & Munro Speyside Stages, round two of the KNC Groundworks Motorsport UK Scottish Rally Championship. To mark the 60th anniversary of 63 Car Club and the 25th running of the event, this year's rally includes extra competitive mileage with two stages run in the dark on the Friday evening, in addition to nine Saturday stages east of Elgin.

www.speyside-stages.co.uk



JEP



British Touring Car Championship

22nd-23rd April, Donington Park, Leicestershire

The 2023 Kwik Fit British Touring Car Championship Season gets underway at Donington Park on 22nd April. Reigning champion Tom Ingram topped the leaderboard at the only official pre-season test earlier this month, although the weather conditions fluctuated throughout the day. Three-time champion Ashley Sutton held top spot for much of the session, but eventually had to settle for second ahead of Daniel Rowbottom.

www.BTCC.net



JEP

ROKiT F4 British Championship Certified by FIA

22nd-23rd April, Donington Park, Leicestershire

Donington Park hosts the first round of the ROKiT British F4 Championship certified by FIA, with its newly assembled class of 2023. The stakes are high for contenders representing nine nationalities, as success in this category has been converted into current Formula 1 drives for three of the series graduates. This is where to spot future stars.

www.fiaformula4.com

Brick & Steel Border Counties Rally

6th May, Jedburgh, Scotland

The second round of the Motorsport UK English Rally Championship, the Border Counties Rally, takes place on 6th May and is based in Jedburgh. New to the BTRDA Rally Series in 2022, it went on to win the 'Best Event' award and, this year, the route includes six special stages, totalling 43 miles, in some of the classic forests in the area. Four drivers currently tie for the lead, and this will be their next opportunity to attempt to whittle that number down.



Kevin Money

British and Midland Hill Climb Championships

22nd April, Prescott Hill Climb, Gloucestershire

The 2022 British Hillclimb Championship season finished with Wallace Menzies being crowned Champion at the very last event of the season, while Alex Summers was a well-deserved runner-up. For 2023 former Champions Scott Moran and Trevor Willis are joined by young protagonist Matt Ryder, and the battle commences at Prescott on the 22nd of April.

www.britishhillclimb.co.uk



Paul Lawrence



Twinaxle and FLRC WeeKent

29th-30th April, Bilsington Priory

This event offers participants the chance to explore Woodland Liaison Routes, with non-competitive taster event sections on different loops over the two separate days. The routes will include non-damaging sections for members to try out two TwinAxle events – Punch Hunt orienteering and a Cane Trial through ten bamboo gates.

www.facebook.com/groups/Twinaxle

Jacob Ebrey

The GB3 Championship



JHR Developments' Joseph Loake took the early GB3 Championship lead after a perfect start to his season at Oulton Park. The 17-year-old Rokit British F4 graduate claimed a double pole position in qualifying on Easter Saturday, and then converted that to a lights to flag race win in the opening contest, breaking the outright Oulton Park circuit lap record in the process. James Hedley and Daniel Mavlyutov each claimed maiden GB3 victories on Easter Monday, while a podium in race two and a surge up the order in the concluding contest means Joseph Loake leaves Oulton Park as the early championship leader.

Latest Championship Positions		
1st	Joseph Loake	76 points
2nd	James Hedley	71 points
3rd	Callum Voisin	53 points

Mike Bliss

Motorsport UK British Autotest Championship



The 2023 Championship kicked-off at Curborough, with a battle between Alastair Moffatt and Willie Keaning, but at the end of the first run, it was Chris Chapman fractionally in the lead. Moffatt regained the lead in run two and was able to maintain a comfortable gap through runs three and four.

The dusty tracks of Foxley welcomed the competitors for Round Two, and Alastair Moffatt immediately took the lead from Richard Pinkney. The second run saw him extend his lead by a fraction, this time from Malcolm Livingstone. On the third run, Moffatt got a second penalty, putting Livingstone in the lead. Another penalty on the last run dropped Moffatt to third, behind Pinkney. Livingstone was lucky to even be in the event – on the way to the first test, a core plug sprung a leak and the car was put back on the trailer. Alastair Moffatt came up with a temporary repair, and Livingstone duly thanked him by winning the event.

Latest Championship Positions		
1st	Alastair Moffatt	57 points
2nd	Willie Keaning	53 points
3rd	Warren Gillespie	52 points

Motorsport UK British Rally Championship



M-Sport factory driver Adrien Fourmaux stamped his mark on the Motorsport UK British Rally Championship by taking victory at the opening round of the 2023 season, The Malcolm Wilson Rally. Fourmaux and co-driver Alex Coria took their Pirelli-shod Ford Fiesta Rally2 to a convincing victory in the snow-laden Cumbrian stages, finishing 53 seconds ahead of last-years BRC runners up Keith Cronin and Mikie Galvin. Elliot Payne and Tom Woodburn delivered an impressive drive in their Fiesta Rally2, recording their debut BRC podium in third.

Latest Championship Positions		
1st	Adrien Fourmaux	30 points
2nd	Keith Cronin	18 points
3rd	Elliot Payne	15 points

JEP

Mike Bliss

Motorsport UK British Rallycross Championship

Tom Banks Photography



Reigning Motorsport UK British Rallycross Championship 5 Nations Trophy Champion Patrick O'Donovan delivered an emphatic fight-back performance to claim victory in the 2023 season-opener at Lydden Hill. O'Donovan set the fastest time in both Q1 and Q2, but retired from the lead of the first semi-final with a gearbox problem. However, due to other cars retiring earlier in his race, O'Donovan was classified fourth, taking seventh on the grid for the final. Jack Thorne started on pole position, but by the end of lap two O'Donovan was up to second, before using an early-joker-lap strategy to leap into the lead.

For Round two, on Easter Monday, it was Ollie O'Donovan who started on pole position for the Supercar final, while Patrick

O'Donovan was beaten to semi-final one victory by Belgian visitor Viktor Vranckx (RX2e) with his all-electric machine. Ollie O'Donovan led the charge into turn one, but was half-spun across the pack to the outside of the loose-surface corner, Vranckx taking the lead ahead of Jack Thorne and Patrick O'Donovan. After the circuit's jump on lap one, Patrick O'Donovan overtook Thorne in Devil's Elbow, then Vranckx up Hairy Hill to seize a lead he would never relinquish.

Latest Championship Positions			
1st	Patrick O'Donovan	40 points	
2nd	Jack Thorne	34 points	
3rd	Ollie O'Donovan	27 points	

Russ Ormoy / 90Right

Fuchs Lubricants British Historic Rally Championship



Roger Chilman and Patrick Walsh drove to a convincing victory at the Get Jerky Rally North Wales. Chilman took the lead on the second test and would never be headed. Behind him, Nick Elliott and Dave Price grabbed second place in their FIAT 131 Abarth, and BHRC returnees Jason Pritchard and Phil Clarke stole third on the final stage in their MKII.

Latest Championship Standings		
1st	Roger Chilman / Patrick Walsh	63 points
2nd	Nick Elliott / Dave Price	48 points
3rd	Tom Walster / Christopher Ridge	44 points

Kevin Money

Motorsport UK English Rally Championship



The Motorsport UK English Rally Championship, in association with Seacon UK slid into action on the snowy Malcolm Wilson Rally. After Round 1, a mere three points separates the top dozen drivers. Contenders now have a couple of months to regroup before the Jedburgh-based Border Counties Rally in May.

Latest Championship Standings		
1st=	Robert Proudlock	25 points
1st=	Nigel Jenkins	25 points
1st=	Elliot Payne	25 points
1st=	Ben Friend	25 points

Graham Beadham-Curry

McGrady Insurance N. I. Rally Championship



Jonny Greer and Niall Burns claimed victory at the Race and Rally Bishopscourt Stages, round two of the McGrady Insurance Motorsport UK Northern Ireland Rally Championship. Meanwhile, Stephen Whitford and Jonny Hart emerged as the surprise winners of the 2WD category in their Nissan Micra. Greer quickly edged out a lead over second placed Derek McGarrity and Graham Henderson. The slippery conditions suited the rally leader and he finished with a comfortable win of more than 20 seconds.

Provisional Championship Positions					
Drivers			Co-Drivers		
1st	Jonathan Greer	60 points	1st	Graham Henderson	55 points
2nd	Derek McGarrity	55 points	2nd	Anthony Nestor	52 points
3rd	Stuart Biggerstaff	52 points	3rd	Darren Curran	50 points

Intelligent Money British GT Championship

2 Seas Motorsport's Jonny Adam won on his 100th appearance and James Cottingham scored his maiden victory as the Intelligent Money British GT Championship kicked-off at Oulton Park. The GT3 leaders circulated together on the final lap before Adam and Beechdean AMR's Ross Gunn ran side-by-side and then wide at Lodge. Positions didn't change but both drivers were lucky to scabble back on ahead of Marcus Clutton and Jules Gounon (who completed a top-four separated by 1.4s).

Will Moore and Matt Nicoll-Jones were the winners in GT4, despite starting from the pitlane after correctly selecting slick tyres and then benefitting from fortuitous Safety Car timing.

Ian Loggie and Jules Gounon claimed victory in round two, after seeing off RAM Racing's early challenge, while RACE LAB's McLaren won the GT4 class courtesy of debutants Ian Gough and Tom Wrigley.

Latest Championship Positions

1st=	James Cottingham	37 points
1st=	Jonny Adam	37 points
1st=	Ian Loggie	37 points
1st=	Jules Gounon	37 points



SBD Motorsport UK HSA British Sprint Championship



Simon Bainbridge made the most of his 750bhp 4.2-litre sports libre Chrono to dominate the field at Cadwell Park in very wet conditions. He won both run offs and was more than six seconds ahead of Steve Miles's 2-litre single seater in both rounds. The slippery conditions at the Lincolnshire circuit led to a few incidents, keeping the BARC organisers busy all day.

After a soggy Cadwell, a cold but dry April Fool's Day greeted the 12 runners at Trac Mon – the wonderful circuit on Anglesey, North Wales. Pete Goulding, the Essex based electrician driving a Mygale Ecoboost won three of the four rounds, with Steve Miles taking the fourth win on the National circuit. Goulding now leads the championship with a short break before Blyton Park in May.



Latest Championship Positions

1st	Pete Goulding	145 points
2nd	Graham Blackwell	135 points
3rd	Stephen Miles	132 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Matthew Hirst and Declan Dear made a flying start to the defence of their 2022 title by winning the opening round of the 2023 series, the Get Jerky Rally North Wales. Using a new Pirelli tyre compound to excellent effect, current champions established a healthy lead after the first loop of four stages. They then extended their advantage to win by a very impressive 3min 39sec margin.

Latest Championship Positions

1st	Matthew Hirst	30 points
2nd	Richard Gough	27 points
3rd	Richard Jordan	25 points

Wera Tools Rotax British Open Kart Championships O-Plate

Kart Pix



Kai Hunter

One of the largest O Plate meetings in decades saw more than 220 entries head for Whilton Mill in March. In the all-new Micro Max category, Oliver Spencer won from pole while Oliver Majewski finished just 0.12s ahead of Albert Friend in the new MiniMax 950 class, after the latter had climbed up from 14th on the grid. Macauley Bishop won in the Junior Rotax while last year's Senior Rotax runner-up Kai Hunter took a comfortable victory.

MicroMax UK

1st	Oliver Spencer
2nd	Luca Balac
3rd	Oliver Warner

MiniMax 950

1st	Oliver Majewski
2nd	Albert Friend
3rd	Kai Clarke

Junior Rotax

1st	Macauley Bishop
2nd	Freddie Lloyd
3rd	Freddie Ingram

Senior Rotax

1st	Kai Hunter
2nd	Lucas Ellingham
3rd	Lewis Gilbert



Oliver Majewski



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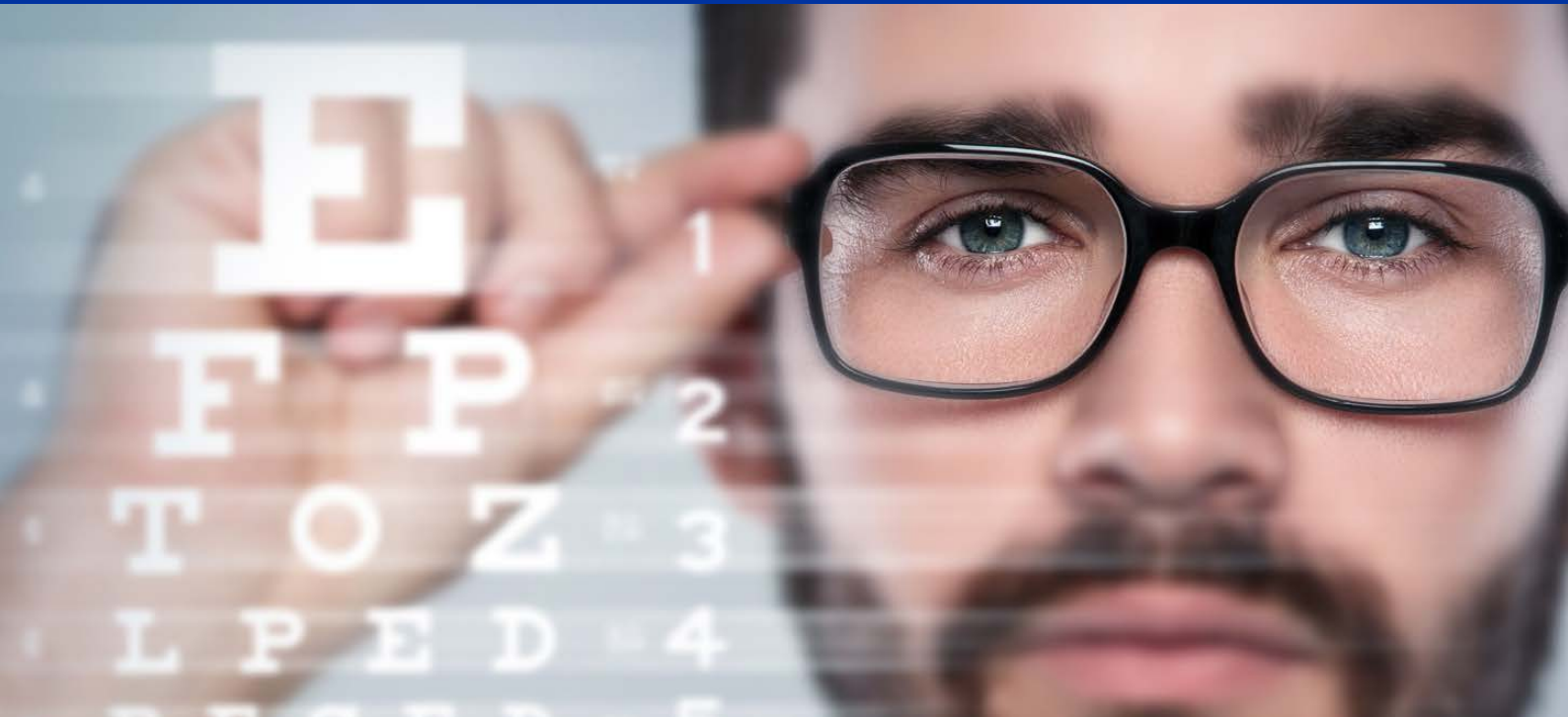
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The MPB Parting Shot

The Caterham Academy initiates its class of 2023 at a Sprint event at Curborough. Pictured is Myles Eynon, who finished 10th in his group with a fastest time of 70.13s, placing him 23rd overall. This was Eynon's first competitive event, and the first time he had driven a race car on track. Welcome to the motorsport family!