June 2023

Revolution

The official magazine of motorsport UK

A LIFETIME IN COMPETITION

Competitor and volunteer Val Thompson reveals the variety of a lifetime in motorsport



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CEO's MESSAGE



Last month you may have read in my leader column the background to the track limits changes for circuit racing to give the context for the new regulations. I then sent a personal letter to some 9,500 circuit racing licence holders that went into more detail within the context of an overall review of driving standards. I think it is fair to say that the overwhelming majority of our community are onboard with the importance of these regulations and since the beginning of the month race organisers have begun to implement their execution.

One thing that became clear to me from this process was that many people are not aware of the way in which rules and regulations are developed and approved before they are implemented into the sport. I think it is worth giving a summary so that you may see that the process is very rigorous before we set any new rule or regulation. This is designed to ensure that as many stakeholders as possible have had the ability to check and evaluate proposals, as well as feedback with any modifications. The first building block in the whole process is our system of committees and working groups, of which there are now 33 across the breadth of the sport. These volunteer groups are the vital way in which the sport is continually evaluated, developed, and improved. These committees have a combined total of well over 320 members. They are placed on the committees on an annual basis, with a maximum term of nine years, split into three equal parts. The Chair is also subject to the same term period, thus ensuring that we have a good rotation of people with a combination of experience and fresh ideas. The members are picked based upon a broad representation for the element of the sport that the committee is focused upon.

Each of our sports disciplines has representation on a committee, with the largest being Race, Rally, and Karting, with some falling under a group such as Speed events which includes Sprint and Hill-climbs. An example is Race Committee, where there is a mixture of drivers, officials, circuit owners and operators, as well as championship coordinators. The committees meet at least three times a year and are charged with reviewing the strategy for their particular area of the sport, devoting a good portion of their meetings to this future-facing aspect of their role. They are also tasked with reviewing feedback from the community and competitions that may influence the need for a change or evolution in rules and regulations. The impetus for these things may come from the executive team at Motorsport UK, but it is very much done in this forum that a suggestion is brought before the committee, for the community to discuss and consider its validity.

Beyond the discipline committees, we have those that focus on the general subject areas of the sport including Technical, Medical, Judicial, Sustainability, EDI and Volunteers and Officials. By their nature they traverse the multiple disciplines of the sport and are looking at common elements that need to be addressed in the interests of their particular area. Some of these will also have expert sub panels, for example medical committee, which has a panel of over 25 medical professionals drawn from every aspect and speciality to advise the main committee and committee chair. The work of the committee is not confined to those set meetings, but instead is an ongoing process of project teams that have spun out of committee discussions to further explore the best solutions that can be derived for a given challenge. One example of this is within Race Committee, two separate working groups that were established for driving standards and track limits. The members of these working groups are not necessarily entirely populated by committee members but may draw upon other external parties that are invited to participate and contribute to that specific area of discussion.

So, as you can see the process is broad and inclusive and designed to reflect the many facets of any particular area, and the ultimate goal is for the committee to arrive at the point of view that may result in some form of specific action. Not everything will lead to a change of rules and regulations, and it maybe the adoption of a different working practice, or the implementation of a campaign or programme, for example in learning and development, to enhance the abilities and skills of our volunteer and officials workforce. However, if a recommendation does involve a proposed change in the regulations the committee must arrive at a decision for how



Committees and working groups focus on major strategic themes such as venue accessibility as well as the rules and regulations

this is to be precisely worded, and where it should appear in our Yearbook regulations, otherwise known as The Blue Book. It is at this point in the process that the proposed change is then submitted for consultation with all of our registered interested members; and given a period of 21 days in which to respond. Every member can register for consultation on their subject of interest, and this can be done directly from the homepage of the Motorsport UK website. I would strongly encourage anybody who is interested in this aspect of the sport to register so they may be informed at the correct time in the process of the evaluation of the rules and regulations. The feedback from this consultation goes back into the executive team at Motorsport UK that is held responsible for that particular subject area, whether it be safety or technical or one of the sporting disciplines. This feedback is then directed to the Chair of the specialist committee, who can then consult with the members of the committee should there be a need for any change to the proposal.

At this point, once any changes have been made, the committees submit their proposed regulation to a further body that is called the Rules Committee. The Rules Committee is chaired by the Chair of Judicial Committee, currently Richard Norbury who is a highly experienced Motorsport UK and FIA Clerk and Steward. The Rules Committee is also populated with all the chairs of all the specialist committees. The purpose of this body is to review proposed rules and regulations that emanate from the specialist committees so they can be considered by all other chairs to evaluate both the 'laws of unintended consequences', but also the implications in a positive sense that any change may have for other aspects of the sport. The Rules Committee is not in itself an approval body but only one that can form a recommendation, and this can be made in two different ways. Should the feedback be that a proposal needs some modification then the Rules Committee advises the specialist committee that they may wish to consider making some changes. Alternatively, the Rules Committee recommends that in their view that this proposal does satisfy the broader perspective. On either occasion the specialist committee and the Rules Committee then can decide as and when to submit the proposal to the Board.

The Board of Directors of Motorsport UK is made up of a mixture of representatives from Council, which in itself is drawn from members of the sport, and a range of Independent Directors who have expertise in vital matters for which the Board is responsible. These may be of a specialist nature, such as finance, or legal, but in all cases, there is at its core an appreciation of the special needs of a sport governing body and in many cases a lifetime having been spent in the sport.

The Board then reviews the recommendations from the Rules Committee and is the ultimate body charged with approving or rejecting a new rule or regulation.

On the subject of ad hoc working groups, we have just such an example this week. Following the discussion of track limits and driving standards, it became clear that we could learn more from the community of team principals and professional driver coaches, specifically in their roles as Driving Standards Observers to certain championships. We hosted a session at quite short notice at Bicester and had representatives including Phil Bennett, Rob Jenkinson, James Cole, Stuart Parker, Christian Dick, and Steve Deeks. We had a very constructive discussion agreeing on some clear next steps, and all agreed to continue the dialogue. I am firmly of the view that if we can all engage in constructive debate and better understand the challenges that different parties face, we can have a more positive impact on the future of the sport.

I know that is a rather lengthy explanation of the process for the evolution of rules and regulations, but I do feel it is important that everybody in the community understands that this is not something that is done by one individual, or Motorsport UK on its own and nor is it done lightly. The checks and measures that are in place to evaluate any change or evolution or suggestion are strenuous and are designed to ensure that above all else we make sure our that our sport is safe and is fair.

We are now receiving applications for our Committees and Working Groups from 2024, and welcome those with a desire to support the growth and development of our sport to apply. Application details can be found on page 23 in this edition of *Revolution*.

But our job as Motorsport UK is not all about rules and regulations and governance, it is also about the promotion and the development of the sport in an ever-changing landscape. A brilliant example of that is the announcement that Motorsport UK is to join forces with the F1 Academy and TeamSport, to form an alliance that is set to break the mould of female participation in motorsport. The genesis of this move goes back several years when we began to work with Susie Wolff in adopting her STEM focused young girl programme, originally named as Dare To Be Different, that then morphed into Girls on Track. During this period of time, we have worked closely with Susie and share her passion to see a breaking of the established gender split that is woefully underrepresented by females across all our disciplines.

In addition, Formula 1 have publicly expressed their own frustration that there are not more females competing at

the elite level of motorsport, and in particular none that have competed actively in Formula 1 for many decades. Of all the sports in the world, motorsport is one that offers complete gender equality – and it is exasperating to see the underutilisation of this important asset. The insight is that the female talent search projects that have been undertaken to date are all drawn from a very small pool of talent that we have, and we need to go back to the basics of reframing the size of that talent pool from the very youngest age. For those boys that are working their way through the karting ladder, most have started as young as six years old in Bambino karts, and probably the majority in Cadets from eight years onwards. We must create a system whereby more girls are entering the sport at this young age and have established their credentials and performance alongside those young boys – who by the age of 12 or 13 have got so many years of experience under their belts. The question then is how we can engineer a radical shift in this proportion of girls participating and where should we draw from to increase the numbers? The answer is indoor karting. There that you have already a huge number of young girls that are participating across the whole of the UK week in week out in a form that is part of their leisure activities, maybe as a family event or a birthday party.

The numbers are quite fascinating. When you look at TeamSport's 35 tracks across the breadth of the UK, they have some 1.24 million unique customers each year, of which around 120,000 are aged between 8 and 12-years-old. Within this group around 30 per cent or 40,000 are girls aged 8 to 12-years-old, and yet the number that then progress to take part in karting as an active hobby and engage with the championships and leagues within the TeamSport community shrinks dramatically, from 30 per cent down to just 5 per cent. Thus, the F1 Academy programme, under the banner of Discover Your Drive, is designed specifically to address this migration of girls from a casual experience at indoor kart track to inspire them through a series of academy sessions to discover their own personal drive and to light up their ability to progress further in the sport.

In 2023 we are launching the programme in June and will initially start with six of the TeamSport venues. The main priority being to learn which trainings systems and interventions have the optimum impact in converting more girls to active competition. By 2024 the programme will have rolled out across the whole of the UK to all 35 tracks, and it is fully our ambition to have thousands of girls participating in the TeamSport based F1 Academy, where they will be given girls-only training sessions to acclimatise them to racing, and all the skills required to compete in mixed gender open racing.

F1 Academy Limited



Discover Your Drive is designed to inspire and support young girls to compete in motorsport

It is this open racing competing alongside the boys in order to prove themselves and then the ultimate challenge of indoor kart racing is the British Indoor Kart Championship (BIKC). Last year we had over 5,500 competitors of all ages in the BIKC and it really is a fantastic cauldron of talent where the very best will rise to the top. This gives us the opportunity to select talent and to then be able to foster it and progress it further. It is F1 Academy's intention to invite girls to participate in their development programme, and we will be working with our professional coaches from Motorsport UK's own Academy to identify that talent and to develop them further along the pathway towards elite driving.

So, as you can gather, we are very excited about this initiative and really feel that is a world first in radically changing the base of the pyramid from which further talent can flow. We will keep you posted on developments, but I am personally very excited that Motorsport UK is at the heart of such an exciting initiative.

Wishing everybody a safe and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

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Val Thompson: a lifetime of volunteering and competing



Latest News: British Motorsport Trust relaunched, Committee Nominations open, BASE and DFDS partnerships announced…











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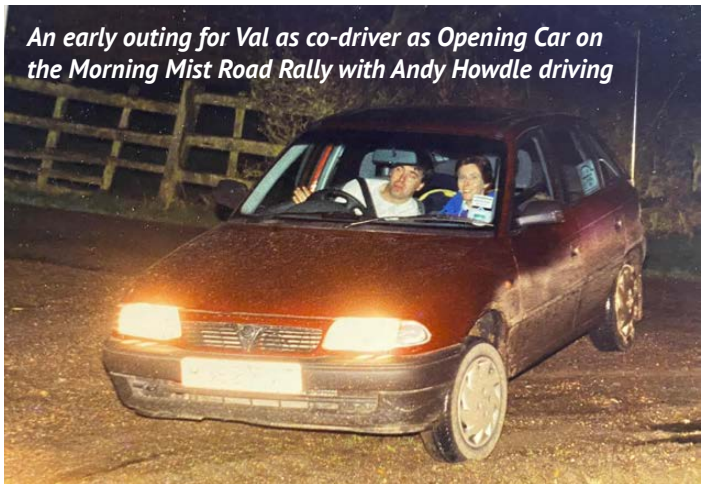
There are many different ways to get involved in motorsport and you don't have to pick just one. **Val Thompson** embodies the variety of life you can get from a club

Val Thompson is an inspiration for anyone who wants to get the most out of motorsport. The Loughborough Motor Club Committee member has been a lifelong rally fan and over the last four decades she has experienced the discipline in more ways than you might think possible.

Thompson began to get an interest in motorsport from watching rallying on television, and she did not attend her first live event until she was 20 years old. In 1982, she headed up to Yorkshire to watch the 1982 Mintex International Rally and she recalls: "The first car I saw through the stage was Hannu Mikkola in the Audi Quattro..."

The 'flying Finn' was renowned for his car control and at that time he was trying to tame one of the first Quattros to grace a Rally stage. The four-wheel-drive monster had been introduced on the world stage just a year before and would later become one of the most legendary cars of its generation, arguably ever.

>>>>>



An early outing for Val as co-driver as Opening Car on the Morning Mist Road Rally with Andy Howdle driving





Val Thomson on the start line for the Corbeau Seats Rally Tendring & Clacton in 2019

M&H Photography



Marshalling on the 1993 RAC Rally in Kielder Forest



Val watching the RAC Rally

The vision of Mikkola steaming through the Yorkshire forests was immediately unforgettable and Thompson adds: "Glowing red brakes, the smell of hot mud, that was it. From that moment, I was absolutely hooked. I had the fortune to meet Hannu later in life and I just said to him 'thank you very much, because seeing you has given me a lifelong passion.'"

Thompson left that forest in Yorkshire with a keen interest, and a desire to get more involved in the sport but concedes that at the time she "never knew how to" until she and her now ex-husband became friends with a near neighbour, who had built his own Ford Escort competition car and directed them to their local Club.

"I wanted to learn more about the sport, so we joined Eastwood Motor Club and that just opened the door for me," says Thompson. "I started marshalling and a while later we moved over to Lincolnshire, which at the time was quite a hotbed of rallying. Through contacts we had made, we got involved on the service side of rallying.

"We would go out into the service area on the events to help with changing tyres and things, and that gave us another completely different perspective. We ended up meeting some lovely people and my ex-husband started competing. Then we moved back to Leicestershire, found Loughborough Car Club and they have been an absolute inspiration."

First steps

Marshalling proved to be the perfect route into the sport for Thompson. At the time, she was not confident in her ability to get inside the cockpit, but the ability to socialise with people at the club and get a taste of the action at the side of a rally stage gave her that 'insider' feeling that is not possible as a spectator.

"The Club was really good at introducing us to people and when we talked to them it really opened a lot of doors to some great opportunities," she says. "They were very, very active in marshalling and the Chief Marshal would just round up people and we would all go out to help on all sorts of rallies.

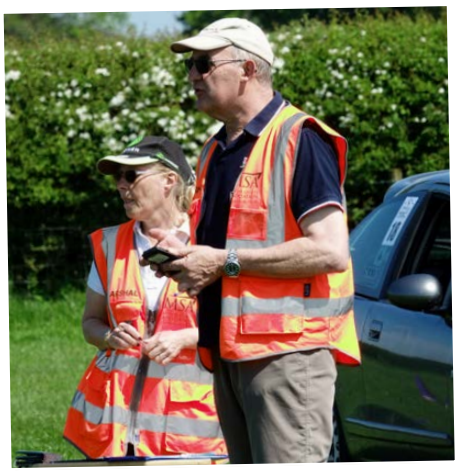
"During the season, we would be busy all the time having weekends away marshalling all over the country. It was a great group. We had some great laughs, it was absolutely brilliant, and the more fun you had, the more you wanted to do it!"

Clearly never one to stand still, Thompson soon found ways to progress up the ranks in the world of marshalling. Having started marshalling on different corners, she got involved in running time controls and then managing the start and finish of stages, building her experience, and becoming increasingly engaged with the competitors.

>>>>

Kevin Money

Co-driving with Matt Wood on the Phoenix Stages in 2021



Val and husband Neil Dodd, marshalling on the Loughborough Car Club Evening Grass Auto test – May 2023

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2016, co-driving with Neil Dodd in the Imperial Commercials Volkswagen Donington Rally

"I really loved that because although I was learning there was always someone there to help," she adds. "I was never thrown in at the deep end, there was always someone to talk it through with. By that time, I already had quite a good idea, but to actually be involved was still a massive learning process".

Although Thompson did eventually go on to tackle rally events from inside the cockpit both as driver and co-driver – more on that later – she continues with her marshalling still and has built her skills and qualifications up to international level, getting involved on the world stage in the World Rally Championship Rally GB in all its different guises.

She continues to enjoy getting out on the marshal posts, but acknowledging the fact that even just standing on the side of a rally stage can be a physically exerting experience, she is now pursuing a new route to keep herself involved in the sport, training to become a Motorsport UK Steward.

"Once I can no longer get in and out of a rally car safely, I still want be involved, so that is what I am doing now," she says. "I have done one event so far, basically shadowing another Steward and learning the ropes slowly, looking at what happens and starting to write reports.

"It is all very, very new to me at the minute but it is a side that has always interested me and it draws on my experience from both marshalling and competing. I can come at it from both sides, and that really helps.

"It is just about giving something back and finding another different way to get involved in the sport. What I particularly like is that I am now looking into different disciplines like Circuits, Karting, Hill Climbs and Sprints. I want to do it across the board so I can find out more about other disciplines and see what other people do."

The competitor

It was more than sixteen years after that first fast-flashing vision of Mikkola's Audi Quattro that Thompson found herself inside the cockpit, competing on an event for the first time – and to do so, she threw herself right in at the deep end, by entering the legendary Jim Clark Memorial Rally in Scotland.

Her early lack of confidence was cleared by a change in her personal life and the belief of a marshal friend, Neil Dodd, who she had met out on the stages. Dodd had decided to enter the National Tarmac Championship but was short of a co-driver and all it took for Thompson to enter the next phase of her motorsport journey was a bit of practice.



Kevin Money

2005, Val and Eli Sharp tackle the Rally of The Midlands in an Austin Mini – one of five rallies they competed in that year

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"I had always fancied a go at co-driving, but I had deliberately chosen not to do it so when Neil came to me and said, 'come on, you can do this.' I said 'no' at first, because I thought I was no good," she admits. "He had co-driven as well as driven and he was sure I could do it, so I sat and talked it through with him and he was a massive help to me.

"There were a lot of co-drivers in the Club, so I rang some of them and one or two realised I was very new to this and promptly came and helped me. I decided to go for it, I did a few practice sessions with Neil in a road car, reading notes, then we went and did it! It was sink or swim. That was in 1998 and I've never looked back – in fact, I eventually married him!"

The closed road event through the Scottish Borders was so challenging it secured British Rally Championship status the following year. It was not the easiest event for a rookie co-driver, but the pair made it all the way to the finish in their Peugeot 205 GTi. In an event that saw almost 40 percent of the field retire, that was pretty good going.

It is no surprise, then, that her debut event was one of her three most memorable moments in a rally car, and another on that list is her first outing in the Roger Albert Clark, another gruelling event that involves five days of rugged rallying and aims to recreate the iconic RAC Rallies of the era when Thompson's passion for the sport began.

This time she was alongside David Kynaston in a Triumph TR7 V8 and she recalls: "That event was absolutely awesome. Rallying pushes you around a bit, and people do not realise that. It was really hard work, and I was absolutely exhausted once we had finished it, but I loved it and it was seriously memorable.

"I have done it twice since and each time I have really had to step it up and make sure I was absolutely at the top of my game. It is not just preparation of the notes, I have had to be physically and mentally fit as well, so I keep myself fit, going to the gym. And as you get older, it gets harder, but if I am going to do something, I have got to do it at 150 per cent!"

In the last 15 years, Thompson and Dodd have gravitated towards closed road rallying and although there are hopes that these types of events are beginning to grow again in the UK, their prevalence in Continental Europe has seen the pair regularly travel to Belgium for their in-car adventures.

"I just love tarmac, I absolutely love it, and when we go over to Belgium there is a great camaraderie and friendship," she explains. "Quite a few British competitors go over there, and the Belgians make you so welcome. It is a great laugh, and it just shows that rallying cuts across any language barrier."



Val getting to work on her lockdown project – building a replica of the Tony Pond, Tate and Lyle, Rover Metro GTi

Thompson has even got behind the wheel once or twice, but she still prefers her original role and adds: "I got frustrated because my husband was reading the notes and I was starting to pick up his mistakes! In the end I decided to stick to co-driving, but I will drive again at some point – an airfield event, not forest stages – just to say I can still do it!"

The organiser

Motorsport, like any sport or business, relies on the experience of people like Thompson, who have spent a life learning through their involvement. To that end, she has always been keen to be a part of her Club Committee, helping it continue to run successfully and also simply because she enjoys that side of the sport too.

Her involvement started earlier than most, however, and she recalls: "It was only two or three years before I got into the Committee. I am an organiser by nature, and I think that was spotted by [Club Director] Richard Egger early on. I can see his point. If you have got someone who is good at organising, give them something to organise!

"There is nothing better than doing a good job, I enjoy doing that! I have always been involved and I am now Membership Secretary and Secretary at Loughborough. I really enjoy the Committee meetings, helping to run the club on a day-to-day basis and talking to and encouraging members."

As an organiser, however, Thompson has demonstrated that you do not need to restrict yourself to just supporting your own Club and events. Recently, she has spread her organising net across the entire country, having been in high demand due to her love – and immense knowledge – of closed road rallying.

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Recent changes to the Highways regulations have opened up the potential for more Clubs to explore the opportunities to put on closed road rally events in their area. Thompson reveals that she is now "involved in most of them," trying to impart some of the best practices she has learned from her time competing in them overseas.

"It is a growing thing, and if we can build that side of the sport up again, it brings more competition back into the UK," she explains. "I am the Entry Secretary on the Clacton Road Rally, I was Entry Secretary on the Snetterton Circuit Rally, I was CRO for Clacton, East Riding, and I will be on the new South Yorkshire closed road Rally in December, so I am fairly active!

"If I can help to build up closed road rallying in the UK, get the events to a good standard and get competitors to understand it, that would be fantastic. It is completely different, a different mindset. You are very much in the public eye, so you have to be aware, be careful and promote the sport.

"Aside from the Jim Clark, I am yet to compete on a closed road rally in the UK, so one day I hope I will get to do one over here. I am hoping it grows. They are seriously hard work to put on, and we are never going to have as many as they have in Belgium, but I do not think we need that many. We just need a few quality events, and I think it is heading that way."

Back at Loughborough, much of Thompson's current work is on Competitor Liaison, and that has connected her to the next generation coming through the sport. She works hard to offer the same experience as she had in her early years, spending time with newcomers at the Club and at events to help them understand what opportunities are out there.



Kevin Money

Val has been sitting alongside David Kynaston in the Triumph TR7 V8 since they first took on the Roger Albert Clark Rally in 2017

Through that, however, she has seen how attitudes are changing, and she explains: "I get to talk to a lot of competitors and when I meet the younger ones I always say 'if you want any help, ask me, I am here to help you get through and finish the event' but nowadays a lot of people seem to do a few events and think they know it all!

"I have been doing this for 25 years now and there is always something that will happen that I genuinely have no idea about, so you have always got to be wary. I love it when younger people come and pump me for information, but currently those moments are in the minority because a lot of people just go back to the Internet.

"But rallying is the one sport where competitors will help each other, no matter what. I am still nothing like as experienced as some of the other guys, and I will still go and ask a question if there is something I am not sure about. I am getting people asking me now, which is great, and I am more than happy to share tips."

Onboard with David Wood in the Mitsubishi Evo V – competing in the 2020 Harold Palin Memorial Stages

Kevin Money



Kevin Money



A night stage on the MAXUS Dukeries Rally at Donington Park in 2021

There is no denying that the world has changed, not just in motorsport but across the board. Social media has steered many people to connect more online, rather than in person, but that does not mean there is not the same appetite for getting involved, it simply means a new way is required to engage with the new generation.

Many Clubs are starting to get involved in running Demo events to showcase what they do outside of their existing boundaries. Clubs can also benefit from even just having a presence at bigger UK motorsport events, where crowds of fans attend but, like Thompson back at the start, do not know how to get more involved.

"I do think that motorsport as a whole could benefit from a bit of flag waving at events where people are there in numbers," she agrees. "I think that would actually help a lot. It is just about making people aware of what is out there, but also Clubs then need to make it easy for people to get up and out and take part.

"In the summer, for example, at Loughborough we run grass Autotests. We normally get about 35-40 entries, which is pretty good, and the stipulation is that you have to drive your car there. It is not a competition car, it is a normal road-going car, so anyone can just come and have a go.

"Over the years, those events have been really successful and very popular and we are just launching them again for this year, doing seven in total. I know other Clubs may not have the membership, manpower or location to put events like that on, but if you can find a way to do it, I think it can just open up that door.

"That is why also I love the closed road rallies – because they are a great showcase for the sport. It doesn't have to be Hannu Mikkola you are watching, it just has to be someone doing something interesting with a car and it can spark someone's interest.

"When I first saw that car, I would never have dreamed where it would lead me 40 years down the line. What I am doing now, the people I have met and the friends that I have made, that is the one biggest thing that I would take out it: a lifelong friendship.

"And the more chance we have of putting motorsport within general life, the more people we can attract. Even if after one event we get just one person joining us, then that event has piqued somebody's interest. And that, to me, is a success."

Kevin Money



Val with Andrew Egger on the Horiba d'isis Stages in 2016

Get started

- If you would like to emulate any of Val's motorsport adventures, Motorsport UK can help. Volunteering in motorsport is a fantastic way to gain experience and skills that can be applied to other areas, such as your academic life or career. You'll have the chance to work alongside experienced marshals and officials, who will provide you with valuable training and guidance and there is something for everyone.
- Start your volunteering journey today **www.motorsportuk.org/get-started/volunteering**

British Motorsport Trust launches; Organisation rebrands from BMSTT

The British Motorsport Trust has launched a modern new identity, transitioning away from the British Motor Sport Training Trust (BMSTT) as part of the organisation's journey to reach and engage the British motorsport community.

Motorsport has the power to inspire thousands of people across the UK with high-speed and high-performance thrills, each and every week. The British Motorsport Trust has a vision for a safer sport, with empowered and enabled members of the community, equipped with the relevant training and regulated equipment to effectively deliver their roles to a high standard.

Through a bold new identity and website, the British Motorsport Trust will showcase its initiatives and programmes to the UK motorsport community through its new positioning.

The new website has been launched, available at, **www.britishmotorsporttrust.org**, with the Trust also establishing a presence on social media for the first time with Facebook, Twitter and LinkedIn channels.

Through its new channels the British Motorsport Trust will highlight its ongoing work and welcome grant applications from the motorsport UK community and encourage charitable donations for the betterment of motorsport.

Rod Parkin, Chair of the British Motorsport Trust, commented, "The positioning of the BMSTT to the British Motorsport Trust demonstrates the Trust's shared commitment to the UK motorsport community.

"We're delighted to showcase our initiatives and promote our work through our new identity and communication channels. We look forward to continuing our ongoing projects and helping clubs and the entire community for the benefit of the sport."

Established in July 1977, the British Motorsport Trust was first registered as a UK Charity and has continued to serve the British motorsport ever since through a variety of safety and training-related initiatives through a series of grant aid programmes.

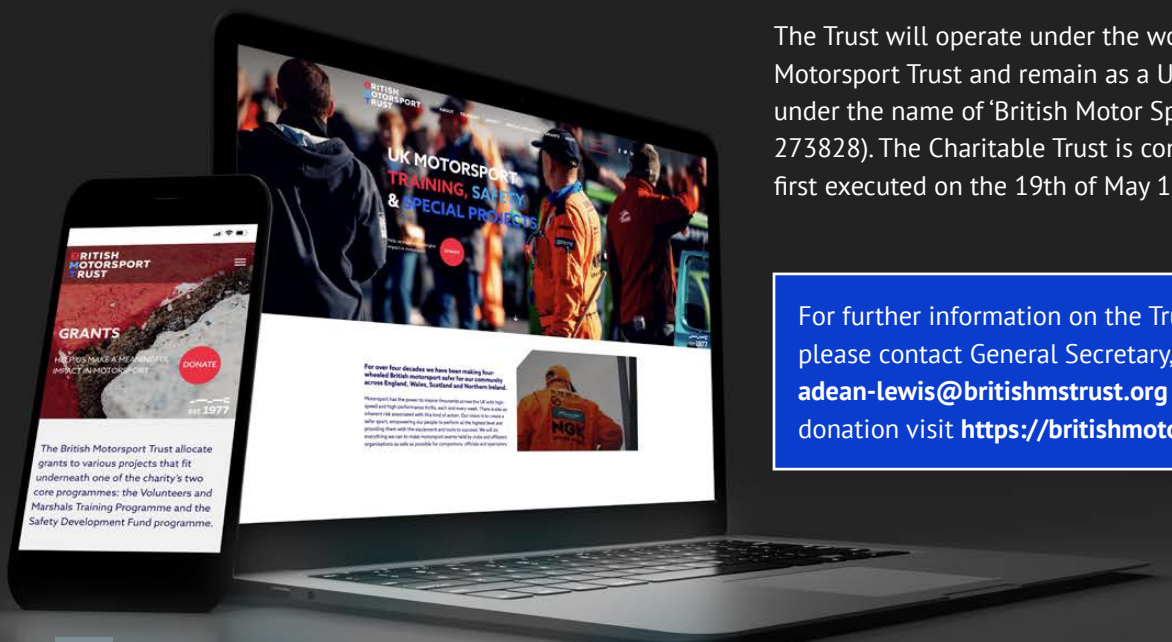
Work is spread across the following three areas:

Training
The British Motorsport Trust provides industry-leading training programmes using the network of Motorsport UK licenced training instructors through the Training Day Programme.

Safety
Through the Safety Development Fund, the British Motorsport Trust provides financial contributions that aid the community in rolling out certain venue safety improvements across all disciplines that comply with Motorsport UK requirements and regulations as well as providing Rescue Unit support.

Special Projects
Identified by the Board of Trustees, projects originate from Training Day Programme and Safety Development Fund applications and are beneficial to the broad spectrum of the sport at large.

The Trust will operate under the working title of British Motorsport Trust and remain as a UK Registered Charity under the name of 'British Motor Sports Training Trust' (No. 273828). The Charitable Trust is constituted by a Trust Deed first executed on the 19th of May 1977.



For further information on the Trust and its activities, please contact General Secretary, Allan Dean-Lewis MBE via **adean-lewis@britishmstrust.org** or to make a charitable donation visit **https://britishmotorsporttrust.org/donate**

Discover Your Drive

F1 Academy has launched F1 Academy Discover Your Drive, a global initiative aimed at increasing the female talent pool in motorsport both on and off track

With a focus on the four pillars of Youth Engagement, Talent Identification, Participation and Progression, and Community, the initiative will offer girls and young women the opportunity to take part in entry-level programmes and professional schemes to promote and enhance female participation in the sport.

The first talent identification programme to launch will be F1 Academy Discover Your Drive Karting UK, a national programme to find and nurture the next generation of young female karters.

The programme will be operated by Motorsport UK, utilising the organisation's experience in talent development through its Academy programme, and TeamSport Karting, which operates 35 karting venues across the country.

Click **HERE** to find out more on getting involved with Discover Your Drive at TeamSport.

Recent statistics show that around 45,000 young girls visit TeamSport venues every year, but only a small percentage ever progress to competition. Of the 2,275 cadets aged 8 to 12 in the TeamSport Race Academy, only 146 cadets are girls. The disparity further increases at senior level with only 5 per cent of all Motorsport UK race licence holders being female.

F1 Academy Discover Your Drive Karting UK will address this, acting as a gateway to motorsport for young girls, making them more aware of the opportunities available and removing the barriers that often inhibit girls to compete.

Motorsport UK will leverage its successful Academy pathway that has supported drivers such as Lando Norris and George Russell from karting through to Formula 1. Motorsport UK has worked with its Academy coaches and experts in sports science to create criteria, underpinned by existing theory, that will enable TeamSport's karting instructors to identify promising girls aged from 8 to 12.

Girls who demonstrate the right mindset and talent at assessments will subsequently be offered development sessions with TeamSport. Under Motorsport UK's guidance, the sessions will nurture their talent and arm them with the skills and techniques needed to compete in junior levels of indoor karting.

All F1 Academy Discover Your Drive Karting instructors have gone through the Motorsport UK Coaching Pathway, acquiring the necessary skills to nurture the girls as they progress through the karting pathway.

This new pilot programme, which will be rolled out at six venues across the UK for the remainder of 2023, will see the participants supported through the qualifying stages of the Motorsport UK sanctioned British Indoor Karting Championships – an entry level for many British drivers – after completing their training. The programme aims to scale up to all 35 TeamSport venues across the UK next year.

In 2024, F1 Academy will be a support series to Formula 1 and F1 Academy Discover Your Drive will also run activations around the world in the days leading up to races. These events will engage local communities and invite girls aged 8 to 18 to attend a variety of workshops and activities to inspire them to consider a future in motorsport.



F1 Academy Limited

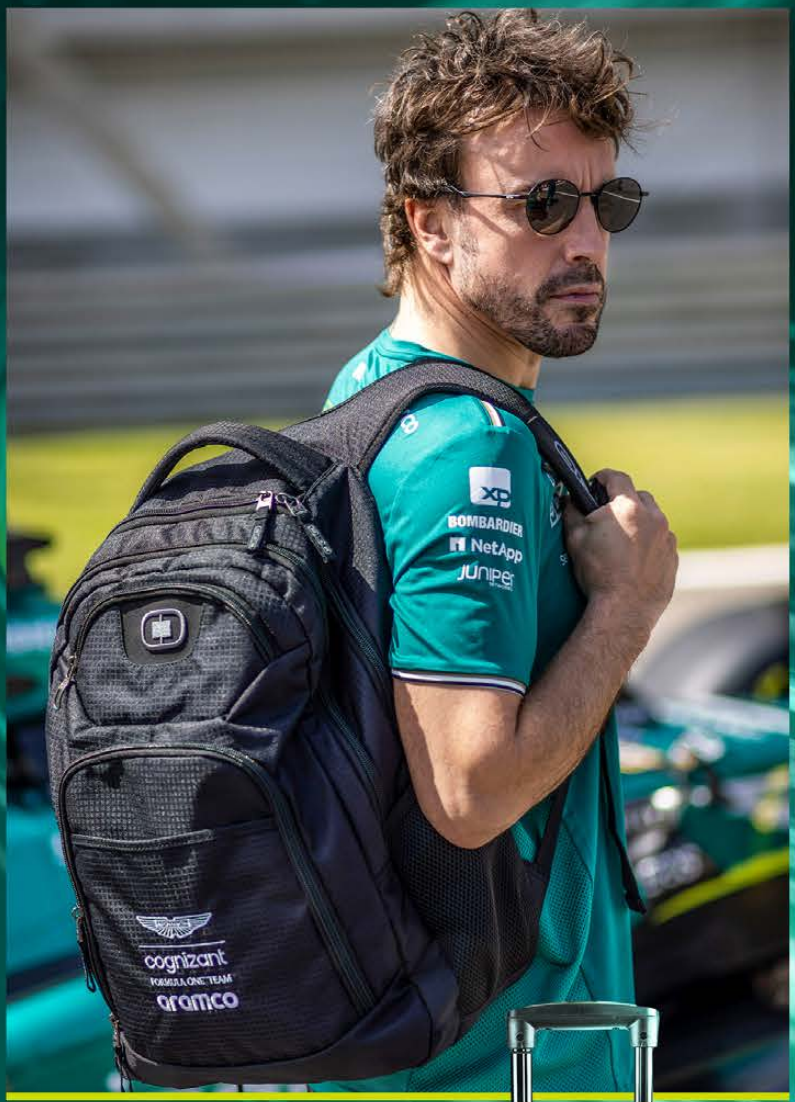
Member Benefit

Silverstone MUSEUM

Silverstone Museum is an immersive visitor attraction which celebrates the past, present, and future of Silverstone and British motor racing. Over 60 hands-on exhibits give visitors the opportunity to try out a variety of activities – from operating a wind tunnel, taking part in a pit stop and climbing into a replica Grand Prix car.

The museum features some of the most iconic cars and bikes from the 70-year history of Silverstone including Nigel Mansell's famous 'Red 5', an E.R.A from the first ever Grand Prix, and Barry Sheene's 1979 Suzuki motorbike. Motorsport UK members receive a 25 per cent discount on tickets.

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Committee and Advisory Group members

If you would like to shape motorsport, now is your chance. Nominations to sit on Motorsport UK's committees are now open.

A number of Specialist Committees represent various branches of the sport, playing a part in assisting the Council and the Board with strategic planning of the development and future of motorsport.

The Committees are supported by an Executive Function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees.

Some of the Committees have Sub Committees and Advisory Groups, all of which may be applied for as well.

Depending on the Committees, the roles may be as a member of the Committee or as a Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings which are held two to three times per year. These are often located at the offices of Motorsport UK in Bicester, and with the exception of some of the larger discipline committees, (Race Committee, Kart Committee and Rallies Committee) most committees will arrange to meet both online and in-person. The appointments are for up to three years, with new members initially serving a two-year probationary term.

Motorsport UK is keen that the committees are made up of diverse voices, and therefore welcome applications from people who may be able to add a different perspective to the debates and discussions. If that could be you, please consider applying.

Applications are sought for the following Committees:

- **Autotest Committee**
- **Cross Country Committee**
- **Disability and Accessibility Expert Committee**
- **Historic Committee**
- **Judicial Committee**
- **Kart Committee**
- **LGBTQ+ Expert Committee**
- **Medical Committee**
- **Race Committee**
- **Racial Diversity Expert Committee**
- **Rallies Committee**
- **Safety Committee**
- **Sustainability Committee**
- **Technical Committee**
- **Trials Committee**
- **Women in Motorsport Expert Committee**

and the following Advisory Groups and Sub Committees:

- **Autocross and Rallycross Sub Committee**
- **Clerks' and Stewards' Advisory Group**
- **Dragster Sub Committee**
- **Kart Technical Sub Committee**
- **Marshals' Advisory Group**
- **Medical Expert Group**
- **Sprint and Hill Climb Sub Committee**
- **Timekeeping Advisory Group**
- **Training Advisory Group**

How to apply. If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, Motorsport UK welcomes your application. All that is required is your CV which should outline your relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee. Applications should be submitted by Monday 7th August 2023. Please send your CV and covering letter to: **committeeinterest@motorsportuk.org**







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Build your track experience with MSVT

MSV Trackdays (MSVT) is the in-house trackday arm of major circuit owner MotorSport Vision (MSV) and runs hundreds of events each year. A growing part of the business is operating motor racing series under the MSVT banner, overseen by Championship Manager Stuart Garland. Its mission is to promote clean, close, and respectful racing to enthusiasts at a reasonable cost, and the grids are consistently some of the strongest in the UK.

MSVT is uniquely positioned to guide budding racers and track day enthusiasts through their journey on to the grid for the first time. It's estimated that up to 1,500 new Motorsport UK licence holders have come into the sport directly via an MSVT series, with many of those moving on to participate in championships and series run by other organisers.

MSVT can help trackday participants develop their skills and increase their confidence with a range of driving training packages available, before they progress to sitting their Novice Driver Training Courses (NDTC – commonly known as the ARDS Test). MSVT hosts these courses at Brands Hatch, Donington Park, Oulton Park and Snetterton.

The next step is to enter either the Trackday Trophy Series or EnduroKA – the perfect platforms to start racing:

Trackday Trophy

Established in 2010, this series is designed for production and production-based saloon, hatchback, and sports cars. Its laid-back, feel-good nature makes it particularly suitable for novice drivers, with a firm emphasis on having fun. See **www.trackdaytrophy.co.uk** for more information.

EnduroKA

EnduroKA is an endurance series launched in 2019, which offers a competitive, cost-effective way to enjoy the thrill of team endurance racing, with up to four drivers per car and races up to 12 hours' duration across some of the UK's leading circuits. For more information see **www.enduroka.co.uk**

For the more serious racer, MSVT offers two further categories:

Trackday Championship

Unlike Trackday Trophy, this is a full championship with points, geared towards the more experienced driver while retaining a fun and friendly environment, so it remains accessible to all. For details visit **www.trackdaychampionship.com**

Miata Trophy – NEW FOR 2023

Miata Trophy is the latest addition to MSVT's racing portfolio. It was born from sustained demand from within the Trackday Trophy series, which featured an ever-increasing number of Mazda MX-5s.

Miata Trophy is designed to be as inclusive as possible to those drivers, with Mk1 and Mk3 iterations of the Japanese roadster catered for. Featuring a 12-race calendar, consisting of six double-headers and a dynamic points structure, Miata Trophy has been designed to encourage close competition and allow the overall Miata Trophy champion to come from either of the two classes.

All race meetings take place on a single day to keep costs low, but with a SuperPole single lap shoot out for the top five in each class proceeding two exhilarating sprint races, there's no lack of excitement or competition... For full information on Miata Trophy, including how to register, visit the official website here: **www.miatatrophy.com**

MSVT RACING

For further details on how to go racing with MSVT see **https://car.msvtrackdays.com/MSVT-Racing**

Developing future talent

Motorsport UK and Base Performance Simulators enter new partnership

Motorsport UK is pleased to announce an agreement with Base Performance Simulators (BPS) to utilise their state-of-the-art technology in a further step towards supporting and developing the driving and coaching talent within UK motorsport.

Located just 20 minutes away from Silverstone in Banbury, BPS is led by Aston Martin factory driver and three-time Le Mans winner Darren Turner and has both a single-seater and GT simulator for drivers, teams, and corporate guests to use.

The new partnership will benefit Motorsport UK Academy and Team UK drivers as well as Motorsport UK-qualified coaches, with discounted rates for a variety of simulator sessions, simulator hardware and physical training exercises.

A highlight of this is the 'Stint Test', open to Motorsport UK Academy's 2023 Team UK drivers to replicate the physical demands of motorsport within a simulated racing environment. BPS is also offering Team UK drivers discounted follow-up sessions curated to them as an individual, featuring more simulator time and physical training.

The Motorsport UK Academy will also have a full two days of access each year to Base Performance's impressive facilities.

Motorsport UK-qualified coaches will be able to take advantage of the Coaching License benefits package, while Motorsport UK will provide a 10 per cent discount to BPS coaches / technicians who wish to complete the L2 Certificate in Coaching Motorsport qualification.

A further benefit comes in the form of work experience opportunities at BPS, where two Academy members over the age of 18 can complete placement hours with the company as part of Year 2 of the Diploma in Sporting Excellence (DiSE).

BPS will identify suitable roles for the two candidates, including simulator build, hardware testing, administrative roles, fitness, coaching, software testing and social media, marketing, and public relations. The candidates will undertake a week's induction followed by one day per month working at the facility from April to September.

"We know that simulators are widely used as a training tool for developing drivers and it's fantastic that Base Performance Simulators will be providing the Motorsport UK Certified Coaches with high-quality facilities to fulfil their coaching role. This partnership will help to further support and develop the UK's future driving and coaching talent."

Katie Baldwin, Competitor Pathways Manager

Click **HERE** to discover great reasons to get into coaching and register your interest with one of Motorsport UK's coach development opportunities.





The new partnership benefits Motorsport UK Academy and Team UK drivers, plus Motorsport UK-qualified coaches

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Vintage Bentley's first win with synthetic fuel

Last month, 21 Vintage Bentleys lined up at the Castle Combe Circuit to fight for the spoils over two 20-minute races. Both race victories were taken by William Medcalf, in a 3/4 ½ Litre consignment car. After setting the fastest time of the day in qualifying, Medcalf crossed the line powered by 100 per cent synthetic fuel.

The initial mission was to complete a series of tests to verify that Vintage Bentley could be confident on both performance and validity of its new synthetic fuel partner P1 Performance Fuel. The results of P1 compared to standard E5 fuel proved successful across the board.

Data from rolling road testing with like for like full power runs on standard fossil fuel and P1 fully synthetic fuel proved conclusively that both products where simultaneous for air fuel ratio, power and torque.

At Goodwood's 80th Members' Meeting Vintage Bentley entered the first three Bentleys to ever compete on synthetic fuel, with all three finishing the Trofeo Nuvolari.

Vintage Bentley has shown that synthetic fuel, such as P1 Performance Fuel, is a winning formula that is Net Zero.

William Medcalf took both wins at Castle Combe in the Bentley powered by P1 Performance Fuel synthetic fuel



Chris Harris

Toyota has revealed its hydrogen engine vehicle prototype, the GR H2 Racing Concept, during the preparations for the 100th Le Mans 24 Hours at Circuit de la Sarthe. The prototype's unveiling was spurred by a recent announcement by the ACO, the organiser of Le Mans 24 Hours, that it would allow hydrogen-engine vehicles to compete – in addition to fuel cell electric vehicles – in the race's hydrogen category.



Racing to NetZero

Over the last month there has been a number of sustainability reports from key players in motorsport. These reports give you a detailed look at the efforts within motorsport to reach Net Zero. The FIA is making progress towards the 2030 strategy. Silverstone showcases its investments and mission to be a sustainable circuit, while McLaren has asked if sustainability should be included in the Formula 1 cost cap calculations?

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Living with impaired vision is something you may not even notice in day to-day life, but when it comes to motorsport, it is essential that your eyes are in top-performing condition in order to utilise those core visual skills required to safely drive around the track. Before you can even consider competing in motorsport, you must attend regular sight tests and ensure your vision correction solution is right for you.

Glasses and contact lenses can be a real inconvenience, particularly when it comes to driving. Competing while wearing glasses or contact lenses not only brings additional stress to an already nerve-wracking race day but can also have potential safety implications. Glasses cause dangerous distractions, and dust or dirt from the road can easily make its way into your lenses and cause harmful obstructions to a driver's vision.

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British F4 Esports Championship returns for 2023

The 2023 British F4 Esports Championship is back after the successful inaugural 2022 season.

The 2023 season begins in September and runs through to November. The 2022 winning team, run by **Williams**, is back in action, plus **Stormforce Racing ART** that took Luke McKeown to the 2022 championship title will also race in 2023. **Aston Martin Aramco Cognizant Esports Team** has signed up to join the grid, and more teams are due to be announced soon.

For 2023, the Championship has been extended to include eight rounds – two more than 2022. The prize pool has also been increased, and the cars – formerly not identified as an F4 car – are now licenced by the FIA. As such, iRacing Formula iR-04 has been rebranded as FIA F4 in 2023, following a new partnership between iRacing and the FIA announced last month. Further Championship partners will be announced soon..

For further updates and team announcements see www.fiaformula4.com/esports

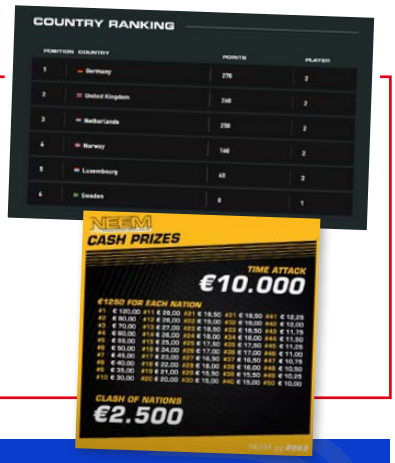
New feeder series planned

A brand-new initiative from Motorsport UK – the **UK FF1600 Esports Cup** – is being launched to act as a feeder series to British F4 Esports Championship using the Ray FF1600 car on iRacing.

This will form part of a new talent pathway for sim racing, aimed at 'non-pro' drivers who are trying to make it to the top in motorsport esports. The races will feature live on the same broadcast as the British F4 Esports Championship, and the competition is open to all iRacing drivers – subject to a pre-championship qualification session. Each driver needs to hold a Motorsport UK Esports membership. More details will be announced soon, so join the Motorsport UK Discord to stay up to date – **https://discord.gg/2gaVMYPpY8**

NEEM results

The first Clash of Nations race took place at Spa, and Matt Caruana from the UK took P2. Gareth Higgins also made it into the top six at the chequered flag. Drivers that enter the Time Trial phase can race for cash prizes! Represent the UK and Ireland and you could be rewarded for a top-50 finish... top-10 result prize money will go towards covering the cost of your Motorsport UK Esports membership for the whole year – in just one race. The next round takes place on the 24th June at Rudskogen Motorsenter.



Click **HERE** to visit the Esports Hub and sign up for a Motorsport UK Esports membership



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What if the unexpected happens, will you be prepared? The law of averages suggests something could go wrong at any point, whether that is damage to a car, mechanical failures, or the need to repair vital equipment. What if crucial changes need to be made to your car requiring additional testing? Or you have the opportunity to expand your business, but lack the resources to do so?

Raising capital against a car, or any of your team equipment means you can keep control over cashflow, ready for when the unexpected happens, or for when you need to spend to support your future races. The equipment or machinery you need to run a car or team can be costly and the growth of your business could be slowed in the absence the ever-necessary funding.

Despite the precarious economy and interest rate increases, the availability of finance in the motorsport sector is still relatively accessible. Working with a carefully selected panel of lenders and valuation partners Classic and Sports Finance is experienced in making purchases and equity release exercises simple and efficient. This skillset and lender support ensures a fast and seamless turnaround with clear and realistic terms.



Mark Chivers

Equipment or machinery needed to run a car or team can also be funded through Classic and Sports Finance

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Finance is available for many levels of motorsport and extends beyond a race car. For further information and to discuss the options available for your team, contact Classic and Sports Finance on **01869 351 512** or **email enquries@classicandsportsfinance.com**

Long Service Award

Dave Lucas was born into a bike-mad household. His father Reg competed in trials, finishing in sixth place on the Scottish Six-Day Trial one year. Dave joined the Hagley & District Light Car Club in the early 1960s and went on to form the Monarch Motor Club, which ran 12-car Rallies and Road Rallies and supported other clubs with marshals for both Road and Stage Rallies.

Dave competed in his first stage rally in 1969, in a Vauxhall Viva GT, at the 432 Club's 'Rally of the Tests'. This was in the snow, in January with the first stage down a canal towpath with no barriers...

In 1973, he competed on the RAC Rally starting at car 165. He was co-driver for Ian Beveridge in a 1300 Escort Sport. They finished in the top 50 and second overall in class, just behind Shekar Mehta in his works Datsun. On the 1974 RAC, he drove his Volkswagen Beetle 1302 S (co-driven by Dennis Abbott) and finished 77th overall from a starting number of 179. Altogether, Dave took part on 15 RAC Rallies as either driver or co-driver.

Dave has been very involved in West Midlands Motorsport for over 50 years and has been a member of BTRDA, Owen MC, and then joined the HCRC in the late 1980s, taking part in the first historic Rally Britannia on Epynt in 1982. He has also competed in the 24-hour Le Mans race back in the early 1990s.

Over the years Dave has competed in virtually every form of motorsport – both in cars and on motorbikes. These include Rallies - night and stage - Autocross, Rallycross, Car Trials, Drag Racing, Bike Trials, Speedway and Stewarding duties for Speed Records.



RAC Rally, 1994



As well as being a National and International Steward for the FIA, FIM, the RACMSA and now Motorsport UK, Dave is also a Motorsport UK trainer and is a past Chair of the Clerks and Stewards Committee. After an event that was not carried out according to the guidelines in the Yearbook, with properties on the route being visited to ensure they knew the event was taking place, and some serious meetings with the police, Dave became the first Route Liaison Officer (RLO) for the then Motorsport Association, and almost 50 years later, he still fulfils this role for Motorsport UK.

Within Motorsport UK, Dave Lucas is recognised as a 'general fixer' for any difficult event or situation. Between 1986 and 1990, he organised many events, including the International Birmingham Super Prix, which included negotiating with Bernie Ecclestone. As a result of their lunchtime meeting, Bernie was satisfied and made sure that others in the racing community supported the event to make it happen.

Congratulations Dave Lucas on your Motorsport UK Long Service Award, which is richly deserved.



The Birmingham Superprix, which ran from 1986 to 1990

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BRC sets sail with new Official Travel Partner – DFDS

The Motorsport UK British Rally Championship is delighted to announce a brand-new partnership with ferry operator DFDS as they sign a multi-year contract to become Official Travel Partner of the 2023 season and beyond.

DFDS has been voted the 'World's Leading Ferry Operator' for the last 12 years and operates passenger and freight routes across Northern Europe and the Mediterranean. Joining the British Rally Championship for the remainder of the season and beyond will enable spectators and crews to benefit from attractive discounts on both North Sea and English Channel crossings.

The DFDS Dover to Dunkirk crossing offers the shortest route to the forthcoming Ardeca Ypres Rally in Belgium in June and the discounts include cars, motorhomes, and vehicles with trailer. DFDS also operate the two port shops in Dunkirk and Calais for stocking up on tax free allowances on spirits, wines, perfumes, and Lego.

BRC Championship Manager Reece Tarren is excited to welcome DFDS to the series.

"It is fantastic to have such an iconic brand in DFDS join the British Rally Championship as a partner this season, creating a superb offer for our competitors and fans in the process," says Tarren.

"The BRC is very excited to be heading back to Belgium this season for the world-class Ypres Rally and hopefully this collaboration will go some way in assisting everyone with their travel costs. I am looking forward to working with DFDS this season and I will probably catch up with some of our crews on the trip over the water!"

Christine Burke, DFDS UK Partnership Manager, commented: "DFDS are delighted to be partnering with the British Rally Championship for the next two years. Now in our 156th year as a travel company we appreciate the value of strong collaboration with great sporting events, contributing to our goals of inclusiveness and diversity for all. We look forward to meeting many crews and supporters in Ypres, reminding everyone to make the most of their Duty Free allowance on the return to the UK."

The offer is available for BRC registered crews, with Motorsport UK Members also eligible for a discounted rate, available through the Member Benefits portal **HERE**.



JEP

Sail with DFDS to support the BRC crews attending the Ardeca Ypres Rally in Belgium



DFDS

Suspensions Register Update

Motorsport UK is committed to ensuring that all licence holders adhere to and comply with the National Competition Rules (the Rules) as set out in the Yearbook. However, there are some occasions where breach of the Rules can lead to a licence suspension. Such breaches may include (but are not limited to) serious driving standard breaches, RTA disqualifications, non-payment of fines, breach of the Race with Respect code, ongoing criminal justice investigations or safeguarding concerns. Motorsport UK publishes a Suspensions Register on its website so that the motorsport community is aware of those licences which are currently suspended.

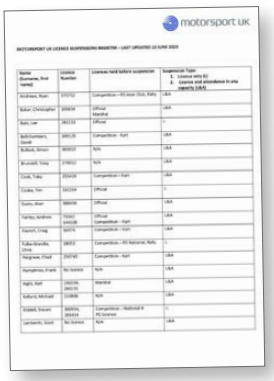
The webpage detailing the current suspensions, and process for reporting any further breaches by suspended parties, has recently been revamped.

A suspension can include the suspension solely of the licence or may extend to including prohibition on attendance at Motorsport UK Permitted Events and /or Licenced Venues. These are differentiated on the Register in column 4.

The latest copy of the Suspensions Register can be found **HERE**

Actions to be taken

It is important that Motorsport UK is made aware of any situation where a suspended licence holder is continuing to use the benefits of their licence. This is to ensure a safe and fair environment for all the motorsport community. If any member becomes aware of any suspended licence holder continuing to compete and / or attend any Motorsport UK Permitted Events or Licensed Venues, please report this via the form on the website and investigations will be undertaken.



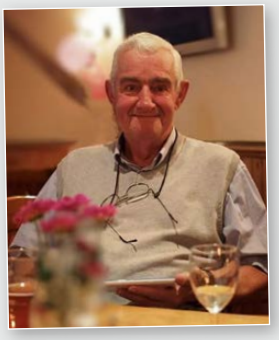


If a suspended licence holder attempts to enter an Event, the entry must be refused, any Fee returned, and the date and time of the incident reported to Motorsport UK.

If a suspended licence holder attends a Motorsport UK Permitted Event or Licenced Venue, please report this to the Motorsport UK Steward and / or Clerk of the Course. If you are the Motorsport UK Steward and / or Clerk of the Course, please ask the suspended licence holder to attend the Officials Office, direct them to the Suspensions Register and ask them to leave the Event or Venue immediately. Please then report this incident to Motorsport UK.

TRIBUTE

Mike Summerfield



Motorsport UK is saddened to learn of the death of Mike Summerfield, a pioneer in radio safety in motorsport.

Mike had an interest in rallying and communications which led to him buying a few ex-Securicor radios and using them to improve safety on events. He was the first person to offer this service, which is now widely used. To begin with it was a case of individual stage comms with radios being dropped off at stage starts and finishes, with mid points if you were lucky. It soon became clear that this was something that needed to be expanded, and this led to him setting up Rally Radio Link to encourage others to become involved with him and the radios.

He helped the Motorsport Association set up the rallying Safety Radio operation on the 86Mhz frequency. Today there are in excess of 3,000 radios nationwide, with stage events using the 81Mhz frequency (and often other frequencies alongside it). Now, events must have every stage covered, and to be under a controller, of which Mike was one of the first. He was also appointed Radio Coordinator for the South West of UK, a post which he held to his death.

He went on to assist a few WRC teams with their on event communications. This got him known in the wider world and led to him working on radio cover for various MotoGP circuits. Since the early 1990's, Mike was involved with Nick Brittan's Transworld Events, as route coordinator and on event chief marshal. He devised the routes for all of the Transworld events and became well known in all the many countries they visited. "I have no idea how many miles I travelled with him on those events," says Richard Pease, "but it was always great fun, and I knew he would always get us out of a difficult situation if required."

After he stopped travelling, Mike spent more time at home helping Dee with her plant sales, and always enjoyed a chat over a cup of coffee. He always retained an interest in rally communications.

Motorsport UK sends condolences to his wife Dee, and daughters Claire, Karen, and Melanie, plus his four grandchildren.

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SENSATIONAL SUMMER

The summer season is packed with motorsport – so get out there and support it

When it comes to spectating, many people would typically only consider the upper tiers of motorsport, the likes of the British Grand Prix, the British Touring Car Championship or some of the top tiers of National single-seater racing – but there is far more action to see if you dig a little deeper.

There is a wide geographical spread of Motorsport UK Championships taking place in many different regions around the UK. In other sports like rugby or football, there are hundreds of thousands who pack the grandstands of the local and lower tier clubs. All across the nation, every weekend, there are people cheering on their local favourites. You can do the same in motorsport.

The action in the grassroots and middle tier competitions can be just as thrilling as the top level – often even more so because at the top the polished professionalism often reduces the chances of mistakes and the unpredictability of races.

And while many of us can only dream of becoming a Formula One driver, a top-class Touring Car racer or a Rally star, when you go to watch some of the more local events, if you like what you see, you could be taking part in the future.

As we head into the summer, *Revolution* has rounded up some of the different championships going on around the country, to offer up a few suggestions on where to go and what to see.

The **Protyre Motorsport UK Asphalt Rally Championship** has seven rounds and began in February this year with the East Riding Stages. In the summer, it is truly taking a tour of the British Isles, heading to Dunoon in Scotland in late June, across to Northern Ireland in July then to Wales for Rali Ceredigion, at the start of September.



Asphalt Rallying

The field includes more than 50 competitors in the top class, driving cars like Ford Fiesta and Citroën C3 Rally2s, Ford Fiesta and VW Polo GTi R5s, Ford Fiesta S2000Ts and even a Ford Fiesta RS WRC. There are also classes for older classics including a host of Escort MkIIs, Subaru Imprezas, and Mitsubishi Evos, plus even a Metro 6R4.

To get a flavour of the action from the season-opening East Riding Stages, head to the Special Stage TV Facebook page. **https://asphaltrallying.com**

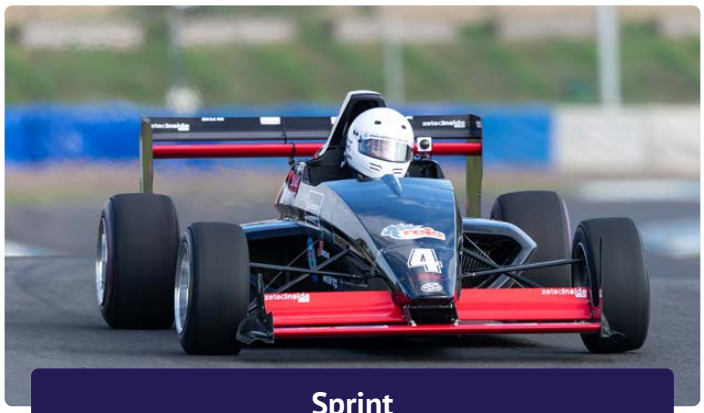
If you want a good range of cars and some on-the-edge driving, check out the **British Sprint Championship**. The events are open to anyone with an RS National or higher competition licence, and the titles up for grabs are arguably some of the most prestigious in UK motorsport.

The season got underway in March and over the summer it will visit the legendary Welsh circuit of Pembrey in June and September, Lydden Hill in Kent in July, Kirkistown in Northern Ireland in August, and Snetterton in Norfolk for an August Bank Holiday spectacular.

>>>>>

The Championship dates back to 1970 and has always attracted the fastest racing cars to feature on the UK's circuits, with slicks and wings open-wheelers including modified ex-Formula Ford cars from Mygale and Van Diemen and specialist sprint cars from Force, DJ Engineering and OMS among others.

Events run to a set format, with practice, qualification and two 'Run Offs' for the fastest 12 qualifiers for each Run Off. Points are awarded for the fastest time from 25 points down to 1, with bonuses handed out to encourage drivers to set new records for their class. **www.britishsprint.org**



John Stewart

Sprint

Those in **Scotland** who want to see some rally action are well catered for by this Championship, with a mix of forest stages and tarmac rallies, with four of the eight events taking place across the summer.

At the end of June, Dunoon hosts the tarmac Argyll Rally, also part of the Asphalt Championship, then it is back on gravel in July for the RSAC Scottish Rally in Dumfries and Galloway. August has the Grampian Forest Rally in Banchory, and in mid-September the championship heads into the Southern Uplands for the Galloway Hills Rally.

Most events typically have service parks in a central town, allowing spectators to get up close to the cars. Dedicated spectator viewing zones are laid out on many stages,



Scottish Rallying

managed by event Safety Teams, and published ahead of the event to enable fans to plan their day around the rally.

As well as the top classes, there are options for less experienced drivers including the Challengers Championship for competitors who have not finished in the top 10 of an SRC or equivalent level event, the 2WD Championship for cars such as Escorts, Opel Adams, and Fiesta R2, the Subaru Cup for older Imprezas and Legacys, plus five Clubman classes.

www.scottishrallychampionship.co.uk

The **British Car Trials** is the pinnacle of one of grassroots motorsport's classic disciplines. The 13-round Championship travels around the country, with a small but committed field of drivers in some very specialist cars driving through gates set out on ever increasing inclines among spectacular scenery.

The season began in April, and over the summer, it takes in a weekend in the Pennines in July, with the A&P and Filtrate Trials, and a weekend in Wales in August, for the Cymru and Disgarth Trials. Rounding out the season is the Gaby Mohr Trial, run by Wolverhampton and South Staffordshire Car Club in September.

The Championship is not the only way to watch a Trials event, however, as many Clubs around the country run their own events, Club series or regional Championships. They are always keen to welcome newcomers and if you like what you see, it is fairly straightforward to get out on the hill yourself.

www.facebook.com/CarTrialUK



British Car Trials

The pinnacle of one of grassroots motorsport's classic events, the **British Autotest Championship** is run over nine rounds, with two contested during the summer – Maximum Attack in Scotland and the Kennings Trophy in Wales. If you want to see some specialist car control, this is where to come.

Alastair Moffatt, the reigning champion works as a stunt driver for his day job. He holds Guinness World Records for the tightest single parallel park, tightest reverse parallel park



Autotest

and tightest gap driven through on two wheels – and he uses many of these skills in the competition.

Moffatt explains: "The best part of your day is when the car goes sideways and with Autotesting, for the whole event the car is in a permanent state of skit or spin and doing J turns and all that sort of thing. It's basically stunt driving, but against the clock, and that was what hooked me in."

The pace may not be as frantic and the skills not quite so specialist in a Club-standard Autotest, but the competition is just as fierce, and the action comes thick and fast too. Clubs will welcome anyone along who wants to take a look, and with everyday cars capable of taking to the track you will be encouraged to have a go.

www.facebook.com/AutotestUK

One of the oldest forms of motorsport, **Hillclimbing** is a fast-paced and spectacular discipline, and the British Hillclimb Championship is home to the biggest events of them all. With plenty of cars in the field, they offer a big attraction for spectators, with the chance to get right up close to cars going at speed.



James Roberts

Hillclimbs

The Channel Islands host a double-header in July, with Bouley Bay in Jersey on the 19th followed by Val des Terres in Guernsey three days later. Wiscombe Park, in Devon is next at the end of July, followed by August trips to Shelsley Walsh in Worcestershire and Loton Park in Shropshire, ending with both Prescott and Loton Park in September.

All sorts of cars are on show in different classes, including top single-seater Formula cars from Mygale, Van Diemen, Gould, Ralt and others; flame-popping Subaru and Mitsubishi Rally cars; hot hatches, super-light Caterham and Westfield sports cars; GT machines like the Porsche GT4; and even a classic Jaguar E-Type.

www.britishhillclimb.co.uk

A proving ground for future Rallycross stars, **Autocross** began in the early 1950's and involves drivers taking on timed runs around a course set out in a field. Many different clubs organise one-off events, but the ASWMC Autocross Championship involves a collection of rounds through the year.

This summer, the Championship visits the North Devon MC venue of Sugworthy in July, North Tawton, run by South Hams

>>>>>

Get more involved

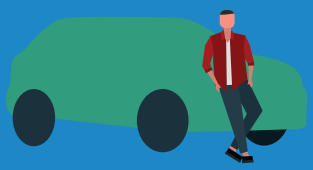
If you want to be a bit closer to the action, then supporting events as a marshal is a good way to do it.

Marshals are vital to the safe and effective running of events all over the country, and they are also like-minded enthusiasts who love nothing more than to talk about motorsport! Most events will always encourage more marshals to help them run and are very welcoming to newcomers who show an interest.

Streetcar is also a great way of getting into marshalling at an early age, as anyone between 11-16 can become a Cadet Marshal. They must be counter signed by a parent or guardian and are accompanied at all times by an experienced Marshal. They will usually be given roles and responsibilities that reflect their age and nature of the event but will nonetheless feel part of the event and learn invaluable skills which can be used in life outside of motorsport.

Anyone over 16 can register with Motorsport UK to become a Registered Marshal – all that takes is to complete a very short and simple online course. Then, contact the event you are interested in, offer your support and you could open the door to a sensational summer – and beyond! To begin the process, visit: **www.motorsportuk.org/volunteers/marshals**

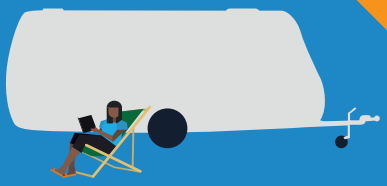
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Standard Cars



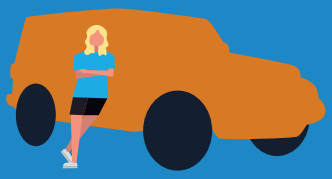
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Paul Morris Photography

Autocross

MC, in early August and Witney MC's Bucknell event on the August Bank Holiday weekend, with two more events in September and October to round out the season.

It's exciting to watch, with up to four cars running side-by-side and rather than being a race, the competition is against the clock – although to get that fastest time, drivers typically need to get ahead and stay in front.

With a track length of around 1km, it is easy to find a good spot to spectate, and in a normal day there will be 3-4 timed run laps with practice runs totalling around 12 laps of action. Cars vary from Standard Road Cars, Rally cars, Lightweight Autocross Cars and Specials and spectating gives you a good chance to see if you fancy having a go.

www.aswmc.org.uk/aswmc-championships/autocross

If you fancy watching some classic machinery being put through its paces, the Vintage Sports Car Club (VSCC) **Speed Championship** offers adrenaline-fuelled events that hark back to yesteryear, with the last five of its eight round championship running through the summer.

These events are about pure speed – against the clock over a set course either at a 'Sprint' or a 'Hill Climb' venue – and each competitor will have two practice runs and two competition runs over the course of the day or weekend.

All the VSCC Speed events cater for pre-war Sports and Racing cars divided into capacity classes, a number of which include classes for post-war racing cars and 1950s sports-cars. Entry numbers are impressive, ranging from 100 to more than 250 cars depending on the venue.

In July there is a trip to Shelsley Walsh with Prescott Hill Climb taking place in August. The start of September sees back-to-back rounds at Loton Park on a double-header weekend and the season concludes with a run up the Long Course back at Prescott.

The Brighton Speed Trials is a popular one-off Speed event, often acknowledged as the world's oldest running motor race, having first run on the road beside the famous beach



Speed Trials

between the Palace Pier and Black Rock, now known as Madeira Drive, back in 1905.

Held at the start of September, this is also an exhilarating day for spectators with more than 100 cars in action, but it involves faster, more modern machinery alongside the classics, with the 2022 record set by Simon Cooksey in a Nissan GTR at a blink-and-you-might-miss-it 9.31 seconds.

In its long history, the event has seen many famous names take part including Sir Malcolm Campbell, John Cobb, Stirling Moss, Mike Hawthorn, Ken Tyrell, John Cooper, and Derek Bell. Paying spectators get paddock access, a start line grandstand and live TV. You can also view from the upper esplanade.

www.vscc.co.uk/page/events

The UK's only **drag racing** venue, Santa Pod, is the place to go to see extreme speed. Watching any sub-10 second car fly down the quarter mile is jaw-dropping but the Top Fuel machines, which complete the run in just a handful of seconds – are a full experience for all the senses.

The headline class cars run on nitromethane, reach speeds of more than to 300mph and can accelerate from 0-100mph in less than one second. The full-bodied Pro Mod cars, with huge engines and monster attitude, run from 0-250mph in under 6 seconds.

Events take place almost every weekend through the summer, with the National Drag Racing Championship appearing for the Summer Nationals at the start of July and the National Finals at the end of September, while Europe's fastest machines head to the strip at the start of September.

Alongside the competitive classes are sideshows including three different Jet Car machines – Fireforce 3, which develops thrust equivalent to more than 10,000hp; the equally powerful but lighter Fireforce 5, which reaches speeds of more than 300mph; and the brand new 'Spiderman'.

The venue also puts a host of other impressive and immersive events, including Dragstalgia, the drag racing equivalent of the Goodwood Revival, VW Bug Jam and



Credit

Drag racing

Europe's biggest muscle car event in July, while August sees a 'Fast and Furious' style modified car event and the unique 'Transitmania' van fest. **www.santapod.co.uk**

The UK's major **circuits** play host to some of the nation's top racing championships – such as **British Touring Cars**, **British GT**, **British F3** and **ROKiT F4**. They also welcome smaller but equally exciting events, where tickets can be more affordable, the action can be even more frantic, and a good day of motor racing can be had by all.

Many of the mid-level UK championships – such as 750 Motor Club, BRSCC and MSVR events, as well as many classic racing events, will be on tour around the country in the summer and one or more of them will likely come to a racetrack near you.

Silverstone, the legendary venue that hosts the British Grand Prix in July and the Silverstone (Classic) Festival at the end of August, also hosts the Bentley Drivers Club and 750 Motor Club – bringing 10 of their formulae – early in the month. September includes BARC and BRSCC meetings which feature Mini Challenge and Supersport Endurance events respectively.

At Brands Hatch, fans will get the chance to blast back to the 1990s with the all-new Super Touring Power event in July, celebrating cars from one of the BTCC's most well remembered eras. Later in the month more classics and historics are on show at the Legends of Brands Hatch Superprix, which includes sports cars, single-seaters, and tin tops from the 1960s to the 1980s.



JEP

Circuit racing

The more modern era is represented with with BRSCC and 750 Motor Club events on consecutive weekends in August, while September's highlights include the MSVR and the Go Japan event, where the smoke-billowing cars in the UK Drift Pro Championship will co-headline with Time Attack UK.

Donington Park hosts a Vintage Motorsport Festival at the start of July before welcoming MSVR, EnduroKa and Britcar 6 Hours on consecutive weekends. In August there are the CSCC Classic Sports Car Championships and Truck Racing, and in September the BRSCC and 750 Motor Club, plus the TRC UK Touring Cars all make an appearance.

Snetterton welcomes the BRSCC and 750 Motor Club events in late July, with the latter returning again in August a week after the MSVR Club event. There are also Caterhams, EnduroKa and the famous 2CV 24-Hour race, alongside the BARC Club event. Truck Racing returns in September.

There will also be plenty of motorsport on at Knockhill in Scotland, Anglesey and Pembrey in Wales, plus Thruxton and Oulton Park. Each circuit website should include a calendar of future events so you can plan a visit close to home.

Demonstration Events

Demonstration events are non-competitive forms of motorsport – but that does not mean they are not spectacular to watch. In need of some summer Rally action? Head to the Northumberland Rally Festival, run by the Berwick and District Motor Club in July. This is run on the airfield grounds at Brunton and thanks to a special vehicle permit, the stage will be opened up to some spectacular rally machines.



569 Media

Demonstration Events

Goodwood Festival of Speed also takes place in July, and alongside all the usual action featuring modern and historic vehicles taking on the famous Hillclimb, two demo events – a Safari Rally and a Stage Rally – will be winding their way through the trees and forests of the Goodwood Estate.

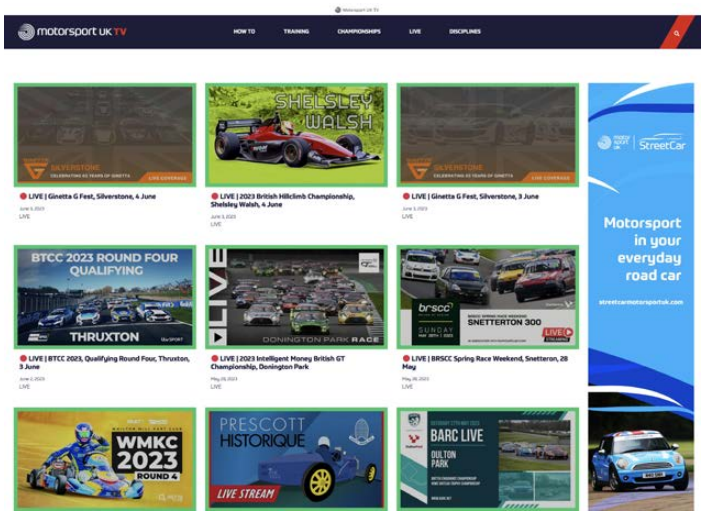
Some of the world's greatest rally drivers and cars will run at Goodwood with cars including modern WRC winners and rally

legends like the Lancia Delta Integrale and Audi Quattro. Best of all, it is an open paddock, so spectators can walk freely to view the cars and meet the crews.

At the end of September, the Rallying History Car Club will fire up some more monster machinery, with both day and night stages run at Weston Park, and in and around the forests at Hatton Court Estate. The field is set to include some legendary Group B machines and cars that previously graced the stages of the RAC Rally in the 1990s.

View at home

If you prefer to spectate from the sofa, then you can catch all the action from many of the UK national championships on the new online streaming channel, Motorsport UK TV. A huge range of events are covered live, including Rallying, 750 Motor Club, BARC, the Vintage Sports Car Club, BRSCC, British Hillclimb, TCR, British GT, Drag Racing and much more.



You can also watch some of the big Sim Racing events online, with several UK teams to look out for including Apex Racing, Williams Esports, Pure Sims Esports Team, Aston Martin Aramco Cognizant Esports Team and Veloce.

The iRacing Spa24hrs runs in mid-July, plus the SRO GT-World Challenge Championships and the Gran Turismo World Finals are also taking place over the summer. Watching live is usually best done through YouTube or Twitch, so there is no need for special equipment, and the best place to find broadcasts is Race Spot TV. **www.motorsportuk.tv**

In your neighbourhood

Regional Associations offer a wealth of information on events taking place in your area, with the UK's 670 member clubs split into 14 different sections. Each Association is responsible for supporting its own member clubs and a large part of that role involves helping to promote events to both participants and spectators.

Motorsport UK has also developed an online events search tool on its own website. This covers all the Motorsport UK licensed events, big or small, that are happening around the country, offering another easy way to see what is going on in your area.

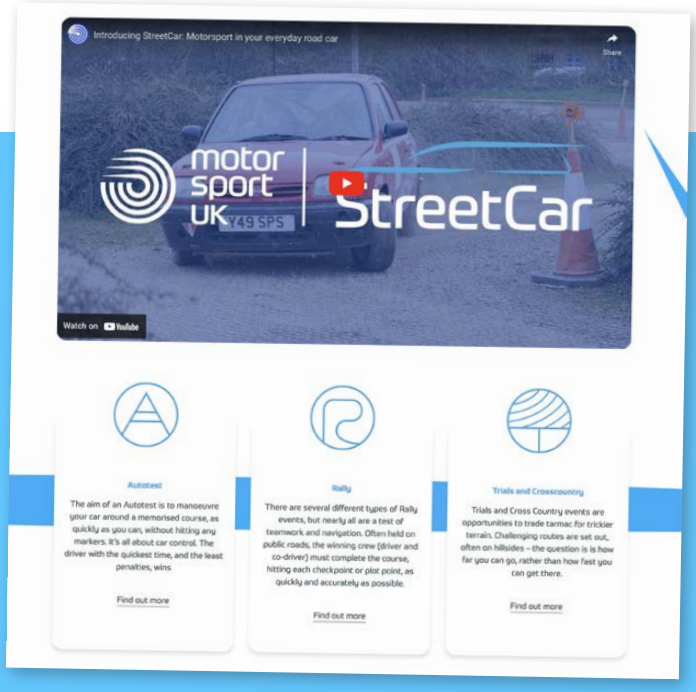
To find an event visit:
www.motorsportuk.org/events/find-events

Get competing with StreetCar

If you fancy a chance to get behind the wheel during the summer, the StreetCar initiative is an ideal solution. It allows anyone aged 12 or over to take part in an AutoSOLO or Autotest, try out a range of Rally disciplines or go offroad for a Cross Country or Trial in an everyday road car.

Whether you are driving, navigating, or watching, attending a StreetCar event in your local area can be a great day for the whole family and is ideal for parents, siblings and youngsters looking to get into motorsport as a group.

To find out more visit **https://streetcarmotorsportuk.com**



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THE ESSENTIAL ROLE OF A CLUB SAFEGUARDING OFFICER

The Club Safeguarding Officer helps to make motorsport a safe and supportive environment for everyone



Rhiannon CC Photography



Every Motorsport UK Club must now have a nominated Club Safeguarding Officer (CSO) who is licenced by Motorsport UK. This is an individual who provides advice, guidance and reassurance, ensuring a safe environment for children, young people and adults at risk, enabling them to enjoy motorsport.

A Club Safeguarding Officer is a local leader in identifying risks to the wellbeing of members, taking steps to mitigate these risks, supporting Motorsport UK with safer recruitment and being a friendly and approachable person that members can turn to if they would wish to raise a concern about someone's wellbeing or personal safety.

Currently only around 50 per cent of Motorsport UK registered clubs have a licenced CSO in place. Increasing the number of licenced Club Safeguarding Officers is an essential step towards widening the support that they provide across all aspects of motorsport. Throughout the Clubs, there are more people who undertake the role of CSO, but without being licenced with Motorsport UK, they are unable to tap into training opportunities, resources or guidance from the Motorsport UK safeguarding team..

>>>>>

Why is the role important?

The Club Safeguarding Officer is the lead person within the club whose remit it is to make the club a welcoming and safe place for everyone. The role is varied and can be undertaken alongside other club committee posts – such as Event Secretary, Social Secretary, Timekeeper or Club Steward. In larger clubs the role may need to be managed as a single post, and in some clubs, you may find there is more than one CSO on the team.

A CSO is a prominent member, someone who is friendly and familiar to, and with, all the members. They know the club community, and in return the community knows them. If there are any issues that arise the CSO is usually the first point of contact, but a CSO does not need to take on investigations or referrals with other organisations (unless they feel equipped to do so). However, they do need to have excellent communication skills, be able to assess risk and have the confidence to make decisions and to see them carried through to action.

The CSO must have completed an Enhanced Suitability Check, confirmation that they have been cleared to work with children, young people, and adults at risk. The name of the CSO must be publicised to members of the club, so that they know who is there to support them if needed.

Being a Motorsport UK licenced CSO opens up a wider support network of information and resources which can be used by the CSO to benefit the Club which they represent and the membership. As a point of contact for the Safeguarding Team at Bicester HQ (See Revolution October 2022) the CSO will receive direct updates and new information as it becomes available. They will also be invited to attend Safeguarding webinars with other CSOs to share knowledge and experiences. There are training courses available which can help them develop their skills and techniques, plus the option to ask for advice and support should the need arise. The CSO licence is free, and it opens the door to further collaboration in the future.

Where to start?

The CSO role can be voluntary in addition to other responsibilities, but it is important that the Safeguarding Officer is, or becomes, a crucial member of the wider club committee or organising team.

Motorsport UK can provide posters and support materials to aide Clubs in recruiting a Club Safeguarding Officer. These should be displayed in prominent positions at club events and can be found in the Welfare and Safeguarding section of the Club Toolkit.

If you would like to be considered as a CSO, but are not currently linked with a club, complete the application form with which discipline and region you would like to support, and the team at Motorsport UK will match you up with a suitable club in the area.



The CSO needs to be a visible and approachable person, identifiable to the community

James Roberts

On the job

The Club Safeguarding Officer is the lead person for managing all safeguarding activity, this includes responding appropriately to all safeguarding concerns in order for the club to meet its legal and statutory duties. They are supported by the team at Motorsport UK when required.

As a member of the club's committee or organising team, the CSO makes sure that the club leadership are aware of the role in leading and delivering safeguarding activity, and that the CSO is aware of club activities where safeguarding support may be required.

Other responsibilities are likely to include:

- Making sure that anyone working with children and / or adults at risk, is suitable to do so (safe recruitment)
- Reviewing contractual arrangements to identify and mitigate risks
- Owning and embedding the club's safeguarding policy and procedure
- Recognising safeguarding concerns
- Responding to safeguarding concerns
- Reporting safeguarding concerns
- Providing support and signposting to club members if / when they need it

To get a better understanding of the Club Safeguarding Officer role, and all the aspects it entails, *Revolution* spoke to **Paul Sirett**, CSO, Clerk of the Course, and Competition Secretary, at Whilton Mill Kart Club.

"I started Karting in the 1980's", says Sirett, "after inheriting £500 from my grandmother. My father and I knew nothing about the sport when we started and learned together over many happy years at Clay Pigeon and Dunkeswell (now Mansell Raceway). When I took the role as Competition Secretary for Whilton Mill, the Club Safeguarding role was also vacant, so I jumped at it.



Paul Sirett

Approachable and friendly to all club members



James Roberts

"The most significant change has been one of increased awareness across the entire team. Awareness both to spot potential safeguarding matters for others, and also for themselves. Whilton Mill has around 35 marshals and officials running any one event, which gives us 35 pairs of eyes and ears to help make sure everyone enjoys the sport and feels comfortable.

"Club members competing at our events can feel confident inappropriate behaviours will be dealt with in an impartial, professional way following a clear process through a clear point of contact. Motorsport – like any sport – can be a roller-coaster at times so everyone has to take care to manage their own emotions too, and we all share in this responsibility and are all part of making it work well.

"One thing any current Safeguarding Officer will know already is that they are not alone… you are not expected to make complex judgement calls on your own. The Motorsport UK Safeguarding, and indeed Race with Respect team, are very accessible, quick to respond and thorough yet practical in their support. So, if faced with a difficult potential safeguarding matter the professionals really are there to help you.

"What any prospective CSO should know, is that often, and perhaps usually, one of any two parties involved in a Safeguarding matter will normally not be happy with the outcome. This can be either party… both the 'accused' or the 'accuser'. The Motorsport UK procedures now in place and the team behind them will ensure outcomes are evidence-based and balanced.

>>>>



Jakob Ebrey

The CSO role can be run alongside other Club positions

"The workload at events can be similar to the medical team or circuit marshal team in that you only 'work' when something has happened… so it is not a constantly live role and can therefore easily be combined with other responsibilities. Of course, when a matter is raised it is important to follow the process, be thorough and accurate in recording the case, and the evidence around it, all in a factual, non-judgmental way. This demands care and attention and a readiness from the CSO at all times.

"It is important to keep refreshing yourself from the Motorsport UK website Resource Centre. All CSO's also have the opportunity to attend regular webinars with the Motorsport UK Safeguarding team which keep us up to date.

"Here at Whilton Mill the CSO role could be shared, although it naturally helps for one person to see an individual case through from beginning to end as they can have complexities and nuances that are just easier held in one place. Clubs with more members would of course benefit from having two or more CSO's, if nothing else to act as a sounding board for each other. but also cover if one of the CSO's is away. At Whilton we are training up our second Safeguarding Officer now.

"A CSO needs to be calm, have an inquisitive and logical mind that looks for independent evidence on which to base decisions. Good social and communication skills of course, and an ability not to take things personally… you are an Officer of the regulations and are there to apply the processes.

"The Clerk of the Course role carries many similarities with the Club Safeguarding Officer insofar as you are gathering evidence to help make a balanced judgement on a possible breach of the rules. Many of the skills required are the same, as is the overall aim… safe, fair, and fun racing."

It is a common misconception that Safeguarding is limited to the interaction and responsibilities towards children and young adults. This is not the case, as the role of the CSO extends to all members of a club – from the oldest to the youngest, the novice to the most experienced. To learn how this translates to real life, in a motorsport context, *Revolution* invited **Michele Jarvis**, Safeguarding Officer at the Morgan Sports Car Club, to share her perspective on the role.

"I have been involved in motorsport since the day I was born', reveals Jarvis, "as I partly grew up in the Cambridge Car Club Caravan! My father and mother used to compete since the 60's – in hill climbs, trials, and some rallies. Dad was the Chairman at one point, as well as the Route Liaison Officer (RLO) for Cambridgeshire and he only retired in 2019. He was also a noise tester for rallies, and both my brother and I would go and assist him with this.



Michele Jarvis

"I had been a member of the Morgan Sports Car Club for a while, as a regional Centre Secretary for a a two-year term. I was involved in organising one large event and it was obvious that the CSO at the time was not as 'active' as I would have expected. In daily life I am a health and safety professional and have previously been an adult staff member for the Air Training Corp, so I have more experience with managing people than many other members of the club. This led the [then] Vice Chairman to persuade me to apply for the role of CSO. I have held the position for three years now.

"I have spent the time so far challenging the members' perceptions of safeguarding, as well as expanding the existing policy documents. I have introduced training for specific roles on what safeguarding is, explaining that it goes beyond 'just children'. Although I now have more 'hats' to wear, I still participate in about the same amount of motorsport as before, but it is great to give something back to motorsport.

"The CSO role is not a 'tick box' position. It is so much more, as it sets a clear standard that everyone in Motorsport must adhere to. By doing this we help to make the atmosphere inviting and to ensure that motorsport can grow and provide a level playing field for everyone involved. I enjoy changing people's perceptions and take pride in allowing people to experience something that they may have only dreamed of as a kid.

"For most clubs the CSO is a one person position so you can feel a little isolated at times. A job share is possible, and in some ways, it would be a good thing because you then have a support network within your own club. Some of the decisions that a CSO has to make can, and will, affect people's lives. Even if you are a 'solo' CSO, you will always have the Motorsport UK Safeguarding team there for you, and who are always happy to provide support and advice if you need clarification, or just a sounding board for your thoughts.

"A CSO needs to be persistent, confident, approachable, and have the ability to work independently as a lot of the information they are party to is not for disclosure outside of the case team. I have transferred some of my work life skills into the role, as I carry out Occupational (Workplace) Accident / Incident investigations. For complex and more serious cases my training in taking witness statements, managing case documents and evidence has been really important.

"Some members think you are a doctor, and you end up listening to medical conditions, or you just seem to be the person that all the moans and groans are shared with. Often these are really nothing to do with safeguarding. Our club mostly consists of 'retired professionals', and for some they can still be on a voyage of discovery when it comes to social media and other forms of electronic communications. They find it hard to understand that the 'respect' and social awareness that you have with others when you meet face-to-face must also extend to the virtual world. It is not just a 'young person' issue, as with all new technology and the ever-changing social perceptions, everyone is on a constant learning curve.

"I have thought about becoming an Eligibility Officer, a Scrutineer or even joining Rescue & Recovery in the past. You just never know what the future might be, and in motorsport you can always do more than one job. I would love to have a go at all of them!

Motorsport UK has a responsibility to ensure that the safety and welfare of children and adults at risk is appropriately managed through safe recruitment of both staff and volunteers across all its clubs.


The CSO reviews supplier and venue contracts and ensures that they meet the Safeguarding requirements

JEP

One way that this is managed is through the use of suitability checks (DBS, PVG, AccessNI) for anyone working in regulated activity. Club Safeguarding Officers have an important role to play in supporting this programme through the identification of people working in roles classed as regulated activity and ensuring they have the required level of check in place, and that it is not older than three years from the date of issue. For more information on regulated activity and to view Motorsport UK's Safer Recruitment policy, visit the Motorsport UK website and find it under The Sport > Safeguarding > Safer Recruitment (Suitability Checks).

Building relationships with your club members, their families and your officials is a key part of safeguarding. For people to report any concerns to their CSO, they need to know who the CSO is, and that they can be trusted. Being a visible presence will help to shape a positive culture.

Motorsport UK maintains a log of all licence and registration suspensions. If Motorsport UK place a member's licence or registration on hold, details of the suspension will be made available on the Motorsport UK website. The Club Safeguarding Officer must review this register ahead of any events and ensure that people whose licence has been removed (temporarily or permanently) are not attending the clubs' events.

Club Safeguarding Officers have a key role to play when deciding on venues for club meets, and events. When considering venues for club events, it is important to consider whether the venue has a safeguarding policy in place, if it has a safeguarding lead, and if other safeguarding materials or policies are in place such as a missing persons procedure. Not having these things in place should not exclude them from consideration by the club, however it should be given due regard in the decision-making process.

If the club is bringing in other people to provide services at events, the CSO must consider whether they need a suitability check. For example, a St. John's Ambulance volunteer who is asked to deliver first aid at an event will need to be evaluated for the appropriate suitability check in place.

To read the full Safeguarding Officer job description click **HERE** or it can be found in the Club Toolkit under Club Management > Club Structure.

Making motorsport a safe and welcoming environment for all



Jakob Ebrey

James Roberts



The CSO is an essential part of the wider team, there to support officials, competitors and the wider community

Procedures and policies

A safeguarding policy and procedures are important documents for all clubs to develop and maintain. This sets out the club's position on safeguarding issues, who the policy covers and the processes to follow if someone reports a safeguarding concern. The CSO needs to be confident that the club's policy reflects current legislation and best practice. Safeguarding is an evolving area to work in with new learnings regularly published. Motorsport UK clubs must review their policy and procedure every two years as a minimum. This helps make sure that members have the most up-to-date information possible. The Motorsport UK policies relating to Safeguarding can be located by going to the Motorsport UK website under The Sport > Safeguarding > Policies and Guidance.

We all have a duty of care and a duty to tackle incidents and behaviours which fall short of expectations, and which left unchallenged can lead to a culture which is not conducive to a positive enjoyment of motorsport. Incidents range from poor practice, behaviours and language from Officials, Marshals, and Staff to peer-on-peer bullying, to welfare concerns, to allegations of abuse or neglect. Depending on the type of incident there are several options available.

The Club Safeguarding Officer will follow the appropriate reporting procedure. This process is documented on the Motorsport UK website under The Sport > Safeguarding > Sharing a Concern.

It is important to report any Safeguarding concerns, whether to the CSO or directly to Motorsport UK, as they could form part of a bigger picture. All concerns relating to the welfare or safety of an individual, whether an adult or child, should be reported as soon as possible.

If you would prefer to report via email, please contact **safeguarding@motorsportuk.org** and provide the following details:

- Your name and contact details
- The details of the person you are worried about – their name, address, date of birth
- Why are you worried about them – if you have witnessed something please provide details of this
- Who they are at risk from – their name and relationship to the child or adult at risk
- Any other relevant information

If you have an immediate concern about the safety of someone, please call 999.

Apply now

If you would like to become the Safeguarding Officer for your club, or if you are already acting as a Club Safeguarding Officer, but do not have a 2023 licence with Motorsport UK, please email **safeguarding@motorsportuk.org** so a support pack and training options can be shared with you.

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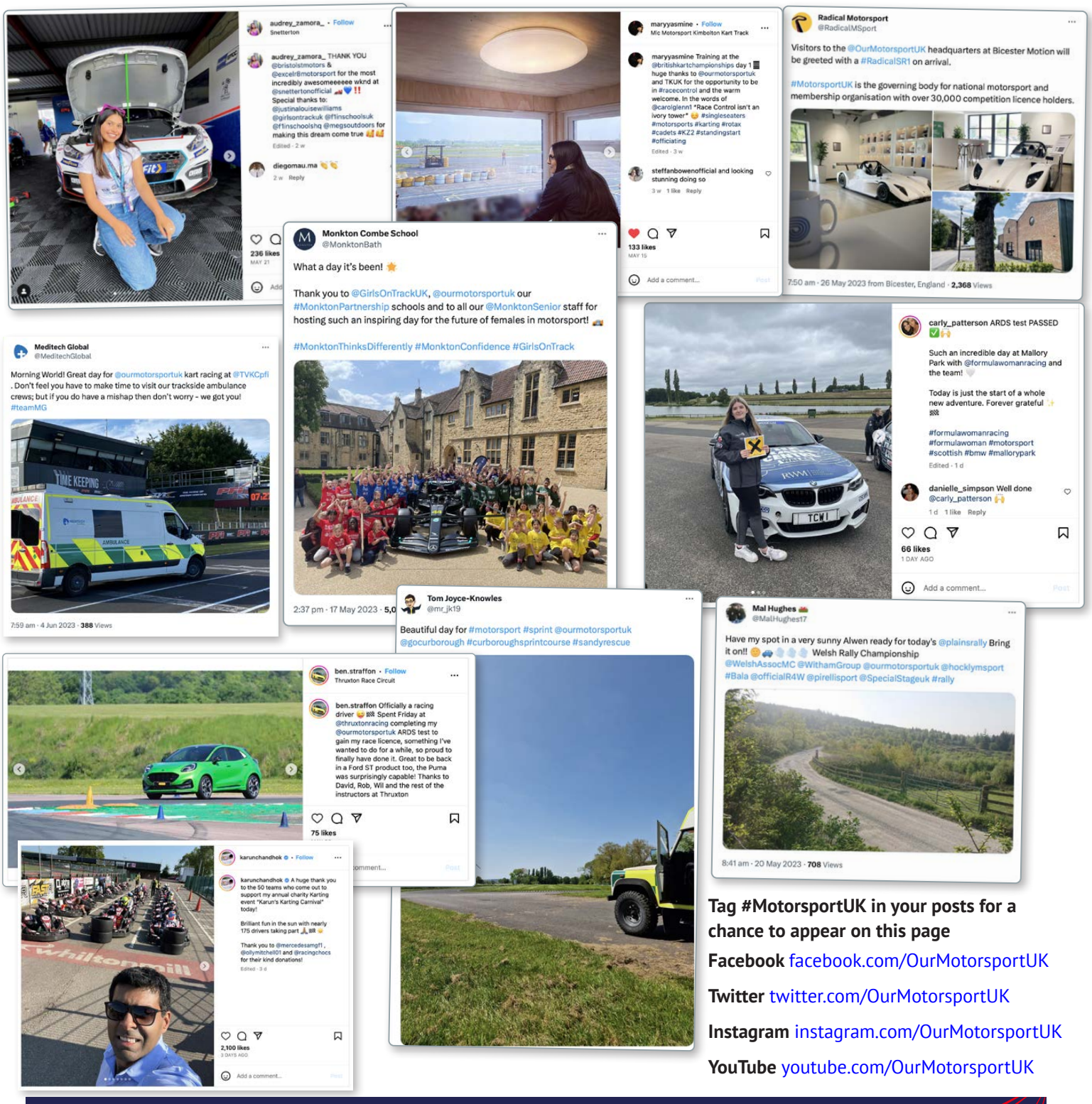
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Highlights from the past month on social news feeds

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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Find out how to become a motorsport volunteer and the benefits of getting involved.

NATIONAL COURT

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

Sitting 18th May 2023
Case No. J2023/7
David Munro (Chair), David Scott, Kelvin Nicholls

Mr Champkin appeared on behalf of Motorsport UK.
Mr Davidson appeared via video link.

Ian Davidson – Judgment

1. A serious assault took place in parc fermé at Larkhall Circuit on 23rd April 2023 following an on-track incident which had involved two cadet Competitors.
2. The father of one of the cadets, a Mr Gallagher, had indicated his displeasure about the incident to Mr Davidson who was the father of the other driver. Words were exchanged between the two men and the argument rapidly became heated and then descended into violence when Mr Davidson punched Mr Gallagher to the head.
3. The entire incident was captured by the circuit's CCTV system and the fact that Mr Davidson struck two blows can clearly be seen.
4. There were very young Competitors in the vicinity at the time and Mr Gallagher's son was visibly very distraught as a consequence of seeing the assault on his father.
5. The Stewards of the Meeting imposed a penalty of disqualification from the meeting on Mr Davidson and his PG licence was suspended for 30 days for an offence contrary to GR C.1.1.9
6. In accordance with GR C2.6.2 the matter came before the National Court sitting as a Disciplinary Panel to consider whether or not a further penalty should be imposed.
7. Having reviewed the evidence and having heard from Mr Davidson who appeared in person, the Court notes that he admits assaulting Mr Gallagher and also that he recognises that his actions were, to use his own words, "wrong in every way".
8. Bearing in mind the serious nature of the admitted conduct and the presence of children who witnessed what took place the National Court concludes that a further penalty is both appropriate and necessary.
9. This type of conduct should never occur at a race meeting.
10. There is a duty to race with respect.
11. The Court therefore suspends Ian Davidson's PG licence for a period of five years.
12. The first 12 months of the suspension will commence on 17th May 2023; however, the following four years will be suspended on the condition that Ian Davidson has been and continues to be of good behaviour.
13. In addition, Mr Davidson is ordered to pay £500 towards costs

David Munro, Chairman
18th May 2023



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Motorsport has the power to inspire thousands across the UK with high-speed and high-performance thrills, each and every week. There is also an inherent risk associated with this kind of action.

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We will do everything we can to make motorsport events held by clubs and affiliated organisations as safe as possible for competitors, officials and spectators.

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Sitting 18th May 2023
Case No. J2023/8
David Munro (Chair), David Scott, Kelvin Nicholls

Richard Stewart & Carin Tait-Logan Appeal Against Refusal of Competition Entry

Mr Champkin appeared on behalf of Motorsport UK.
Mr Spencer and Mr Woodcock appeared via video link on behalf of Mull Car Club. Mr Stewart did not appear and was not represented.

Judgment

1. The National Court sat to consider an appeal against the refusal of an entry for the 2023 Argyll Rally, an event organised by the Mull Car Club. The matter came before the Court under the provisions of NCR C2.3.2.
2. Richard Stewart submitted an entry for the 2023 Argyll Rally in accordance with the relevant regulations. His entry was refused by the Clerk of the Course, Sam Spencer, who had conferred with the Deputy Clerk of the Course, Chris Woodcock.
3. The entry was ostensibly refused under paragraph 5.12 of the Supplementary Regulation for the event. This regulation provides that the organisers of the event have a discretion to accept or reject an entry.
4. However, this discretion may only be exercised subject to the condition stipulated by NCR H29.1.3(b) which makes it plain that an entry cannot be unreasonably refused.
5. When Mr Stewart's co-driver, Carin Tait-Logan sought to enquire why the entry had been refused she was met by an emailed response from Mr Spencer which stated that "we the organisers do not want to accept your entry".
6. No further reason was given.
7. Mr Stewart appealed and in the course of email correspondence between Motorsport UK and Mr Spencer, it emerged that the real reason for refusal was due to an incident involving the Appellants' conduct during the 2022 Argyll Rally.
8. That had, in fact, been considered my Motorsport UK and a detailed report on the conduct and organisation of that event had been published by Motorsport UK on 16th August 2022.
9. In essence that report had exonerated the Appellants.
10. Mr Woodcock gave evidence to the Court in which he made it clear that he did not accept that the decision published by Motorsport UK on 16th August 2022 was correct and that he felt that the actions of the crew during that event justified the refusal of Mr Stewart's entry.
11. The Court disagrees.
12. The decision to refuse the entry was plainly unreasonable. It ignores the previous considered findings of Motorsport UK in respect of the 2022 event.
13. This appeal therefore succeeds.
14. Mull Car Club is ordered to accept the entry from Richard Stewart & Carin Tait-Logan.
15. No orders are made as to costs.

David Munro, Chairman
18th May 2023

Sitting 18th May 2023
Case No. J2023/9
David Munro (Chairman), David Scott, Kelvin Nicholls

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

Spencer Lane – Judgment

1. Spencer Lane was a competitor in an interclub kart meeting which was held at Kimbolton Race Circuit on 12th March 2023. The meeting was organised by the Hunts Kart Club. The Clerk of the Course was Ian Higgins.
2. During race 20 Mr Lane was seen to have cut a corner and as a consequence he was given a one lap penalty in accordance with the Supplementary Regulations for the event. When he attended race control, he was visibly angry and was abusive to the Clerk of the Course. He then left the room, slamming the door in Mr Higgins' face.
3. As a result of his conduct, which clearly contravened NCR C.1.1.9 (which prohibits the use of abusive language or behaviour), he was excluded from the meeting.
4. The C.1.1.9 Report form was considered by Motorsport UK and as a result proceedings were commenced against him and Mr Lane was summoned to appear before the Court for being in breach of NCRs A10.1.3, A10.1.5 and A10.2.
5. These regulations form part of the Code of Conduct for all licence holders who must:
6. Treat all competitors, marshals, and officials equally with respect (A10 1.3)
7. Conduct themselves in a proper manner at all times and always behave in the best interests of UK motor sport (A10.1.5).

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8. Regulation A10.2 provides a policy statement which sets out that "For the purposes of these General Regulations Motorsport UK will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors".
9. Regulation A10.2.1 goes further and spells out that the application of this policy means that "Motorsport UK and the National Court will impose the most stringent sanction against any transgression of 10.2".
10. The Court acknowledges the import of A10.2.1 but however it takes account of the character references provided on behalf of Mr Lane, in particular that provided by Tal-Ko Racing. In view of this the Court is prepared to accept that his conduct on 12th March was wholly out of character and notes that he accepts his responsibilities and does not condone his own actions in being abusive to Mr Higgins. Therefore, in the particular circumstances of this case the court imposes the following penalty:
    a) Mr Lane's Competition Licence is suspended for a period of 12 months from today's date, 17th May 2023.
    b) The suspension will itself be suspended on condition that he is of good behaviour.
11. In addition, he is ordered to pay a contribution towards costs of £250.

David Munro, Chairman
18th May 2023

Sitting 18th May 2023
Case No. J2023/10
David Munro (Chairman), David Scott, Kelvin Nicholls

Mr Champkin appeared on behalf of Motorsport UK.
Mr Stansbury appeared in-person.

Samuel Stansbury – Judgment

1. Sam Stansbury was summoned to appear before the National Court sitting in its capacity as a Disciplinary Panel in order for the Court to consider whether or not he should face a further penalty following his conviction for a breach of NCR C.1.1.5 at Whilton Mill Race Circuit on 19th March 2023.
2. Mr Stansbury was a Competitor in a Senior Rotax race at the British O Plate meeting on 19th March. At some point early in the race his kart was hit from behind by another competitor, Y (minor). This was an inadvertent contact as Y had himself been hit from behind and pushed into Mr Stansbury's kart.
3. Both competitors finished the race but on the cooling down lap Stansbury was observed to slow and then to wave other karts past to enable him to take up station behind Y's kart.
4. This was plainly a deliberate manoeuvre. Having positioned his kart behind Y's kart he then accelerated and collided with the rear of the kart with considerable force. This was so forceful that Y's kart was propelled off the circuit, across the grassed infield and back onto the circuit so that it ended up facing down the hill which leads up to Christmas Corner.
5. Matters did not end there. When the karts were proceeding towards the pits area in the confines or what is known as the "chicken run", Stansbury abandoned his kart, which blocked access to the pits for all the following competitors, and then walked back to Y who was still seated in his kart. He then, according to Y, said "Don't you f[redacted] come back here again" before climbing over the fence and disappearing into the paddock.
6. Y had been injured by Stansbury's actions and when he tried to climb from his kart he collapsed in pain.
7. He needed immediate medical attention at the circuit and was then taken by ambulance to A&E at Northampton General Hospital. He was to spend the following four weeks in a wheelchair followed by a similar period of time on crutches.
8. Stansbury was required to appear before the Stewards but failed to attend and had apparently left the circuit. In his absence he was convicted of an offence of driving in a manner incompatible with general safety and his licence was suspended for 30 days. The matter was then referred to the National Court to consider if further punishment was appropriate.
9. The Court has viewed video footage of the incident and is satisfied to the relevant standard that: -
    a) The collision was a deliberate, premeditated, and calculated retaliation following the earlier contact between the two karts.
    b) Stansbury positioned his kart in order to ram Y's kart.
    c) In so doing he used the kart as a weapon, putting at risk the safety of others.
    d) The aggression did not end following the on-track incident, it continued until Stansbury walked off into the paddock.
    e) Y suffered considerable injury as a direct result of Stansbury's actions.

10. Having heard from Mr Stansbury, who now claims that collision was due to a sticking throttle, the Court rejects his assertion which is unsupported by the known facts.
11. By itself the incident at Whilton Mill has to be considered as a grievous breach of NCR C.1.1.5, but in the context of the known involvement of Mr Stansbury in similar incidents at PFI in 2021 and at Forest Edge in 2021 and again in 2022, the Court considers that his conduct on 19th March 2023 must be regarded as being exceptionally grave and that the requirements of NCR C.2.7 are therefore satisfied.
12. Accordingly, a penalty of exclusion is imposed on Mr Stansbury who is permanently forbidden to take part in any competition whatsoever, nationally, and internationally.
13. The details will be notified to the FIA.
14. Further, Mr Stansbury is ordered to pay £1,000 towards costs.

David Munro Chairman
18th May 2023

Sitting 18th May 2023
Case No. J2023/11
David Munro (Chairman), David Scott, Kelvin Nicholls

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

Mitchell Hale – Judgment

1. Mitchell Hale was a competitor at a race meeting organised by the 750 Motor Club at Croft Circuit on 15th April 2023.
2. He was involved in an on-track incident which led to a time penalty and the imposition of three penalty points on his licence. He was found to have been in breach of NCR Q 12.21.4 by having caused a collision.
3. The Clerk of the Course, Brendon Murphy, dealt with the matter in Mr Hale's absence as Mr Hale had left the circuit to go to lunch. He was notified of the decision by telephone.
4. On his return to the circuit that afternoon he went to Race Services where he was abusive to Nicky Emerson, the Race Secretary, and to James Winstanley who dealt with race administration. He then left the office, slamming the door against a pedal cycle. He returned shortly thereafter and challenged Lynne Spurr, the Senior Clerk of the Course, and argued loudly with her about events that had occurred at the Birkett race in October 2022. He was evidently still angry that she had reached a decision at that earlier race meeting with which he had disagreed.
5. The court has considered a number of witness statements which make it clear that Mr Hale was aggressive and highly disrespectful towards Lynne Spurr, accusing her of knowing nothing about motorsport and being an embarrassment to the sport. He accused her of bringing the sport into disrepute and then stormed out. He continued to be aggressive and insulting as he left the office. Others who were present were left feeling unsettled by his attitude and behaviour.
6. His misconduct was reported to the Clerk of the Course, who, following a hearing at circa 16:52 disqualified Mr Hale from the meeting and referred the matter to the Stewards. On being informed of the Clerk's decision, Mr Hale "tutted" and walked away.
7. Subsequently, at 17:53, the Stewards considered the matter in Mr Hale's absence as he had refused to appear and suspended his licence for 30 days and referred the case to the National Court.
8. Following some initial email correspondence Mr Hale failed to respond to the summons issued against him and failed to appear at this Court when required to do so. As the Court is satisfied that he was made aware of today's hearing and has chosen not to attend, the case has been heard in his absence.
9. It is clear that throughout his presence at the circuit during the afternoon of 15th April Mr Hale was persistently abusive and aggressive towards officials of the meeting. He had been absent from the circuit without consent at lunchtime and on his return showed considerable disrespect to all those present in Race Services.
10. Bearing in mind the requirements of the Code of Conduct set out in NCR A.10 and the policy statement of Motorsport UK contained in NCR A .10.2 the Court regards Mr Hale's conduct as being wholly unacceptable.
11. Accordingly, Mr. Hale's competition licence is suspended for six months from today's date, 17th May 2023, and in addition he is fined £500 and ordered to pay £250 towards costs.

David Munro, Chairman
18th May 2023



TwinAxle 4x4 Club

This Kent-based 4x4 club has a strong social focus and a diverse range of events

The Kent hills were aloud with the sound of engines in early May, when almost 30 all-wheel-drive vehicles, including eight that travelled across the Channel from Belgium, arrived to take part in WeeKent, the TwinAxle off-road Club's first event with with our friends from the Flanders Land Rover Club since the coronavirus pandemic.

Set up in 1989 by a group of friends who just wanted to enjoy driving off-road together, the Club has always had a social focus. It has taken time, but it now has a healthy membership, based around its popular monthly social gatherings, its inclusive list of events and a hard-working committee members.

"We are just a group of like-minded people that all like the same thing, which is going away for dirty weekends," jokes current club Chairman Bunny Warren. "We meet once a month at a local pub and there is a good mix of people who have been around a long time and also new members, so we have a good diversity of age and experience.

"The monthly meetings are the core of the club, and we are just building back up after the last few years. It is getting back to the feel we used to have, the banter, sharing ideas and just trying to cater for everyone. We do all sorts of events, from green-laning to the TwinAxle Trophy competition, with standard and modified classes.



Modified and custom-built machinery are very welcome

"We have access to six different sites, and we run cane trials, where ten vehicle-sized bamboo gates are placed through the woodland to drive through, and punch events, where orienteering punches are placed around the woodland and drivers have to drive or winch up to them and punch cards attached to their wing mirrors."

The punch events are usually done in pairs, with a driver who spends all their time behind the wheel in the vehicle negotiating the terrain and a co-driver, or spotter, who must jump in and out trying to guide the vehicle through the route and also takes responsibility for operating the winch in a safe manner.

"The driving requires a lot of skill – you are driving, or winching, in places you could not even walk – but the co-driver's job is just as important," explains Bunny. "If you are driving down a gully, across a stream bed and up the other side, the co-driver needs to be out, talking to the driver, as they often cannot see over the bonnet when they drop in.

"Then they need to be running the winch, putting strops around trees and safety blankets over winch cables and watching the winch being controlled from outside, so it very much is a team event. If it is muddy or just wet, by the end of the day the driver will be nice and dry while the co-driver will have been all over the place and got soaked!"

>>>>>



Team-building exercise – Twin Axle style

The Club works hard to please all members, catering for different levels of skill in all competitions. In a punch event, for example, the organisers set up 60-70 punch points of different difficulties through the course, giving people the option to take on the tougher options or to skip them and still have plenty of fun.

Bunny adds: "When we are setting it up, we do some punches for the people who just want to drive around the woods, and then some that are really challenging for those who want to be more competitive. It is nice, because it caters for the people who want to really hone their skills, and also for others who like to spend a bit of time chatting."

The Club welcomes all types of off-road vehicles, although your everyday SUV would struggle with the conditions on most events. As with most Cross Country (4x4) clubs, members tend to gravitate towards Land Rovers and Suzuki Jimnys, with the odd Lada Riva, Nissan, Jeep, and a few other vehicle types appearing now and again.

"The evolution of off-roading has been massive, and the cars and kit have changed hugely over time," says Bunny. "If you go back to twenty years, anyone with an electric winch on the front of their vehicle was a God and mud terrain tyres were standard sizes. Now, you have got people in the club with modified vehicles and all sorts of kit.

"They have fiddle brakes, lockers all the way around, full roll cages, three winches, all sorts of stuff, but you also have people driving standard vehicles. At the end of the day, the car just needs to be capable – because if it is not, you will be spending most of your day asking to be winched out!"

The Club has a few alumni who have gone on to compete on the international stage – most notably Jim Marsden, who has appeared on BBC's Top Gear and still participates in Club events.

Bunny says that running under Motorsport UK's guidance has been invaluable for the Club's continued success and explains: "It has given us a structure that is very useful, because we used to have insurance underwriting through different connections and it has just got increasingly expensive, to the point where the club was not going to exist.

"Also, the structure means there is no arguing! The Motorsport UK Rulebook is like the bible – there is a lot in there because it covers all motorsport – and while what we do is not your bread-and-butter kind of event, the team at Motorsport UK is always helpful in finding the way forward.



Dean Wolski

Navigation scatter exercise



Dean Wolski

The 'Dirty Weekend' is a popular Twin Axle Club event

"Over the years, the majority of new people coming in are new faces who hear about us through word and mouth, while there are also some people who have had generations of family come through the Club. Off-roading can be dangerous – it's adrenaline at five miles an hour! – so we really work hard to ensure everyone is sensible and safe.

"If you do not know what you're doing, or you are not thinking about it and people are just tearing around, there will be a rollover and then that causes all kinds of issues. It is just a case of keeping the club healthy and ensuring the experience, the knowledge and the wisdom is being passed on."

The recent WeeKent event was the perfect demonstration – quite literally – of how far TwinAxle's net spreads. The Club has had a relationship with the Flanders Land Rover Club in Belgium for nearly two decades and a Motorsport UK Demonstration permit was perfect to enable them to showcase some of the more extreme off-road machines.

"We wanted our Flemish friends to see all sorts of vehicles, so for WeeKent we had two permits," explains Bunny. "We had the promotional event permit and running alongside that we had the demonstration permit. There was a separate area for members to bring in their modified vehicles and just do demonstrations.

"It helped us to give people a taste of the modified machines and to let young members or those who might be thinking about modifying their vehicles the chance to see what can be done. If you have the time and the money, that might be the way some people want to go because you can go further before getting stuck!

"At our club, it is not about the winning, it is just about the enjoyment. In fact, anyone who is pumped up with adrenaline and wants to get out and go, go, go would find that, maybe, the TwinAxle Club is not right for them! People are there to have fun, and that is the basis of the club.

"We are a good bunch, some people bring their families, everyone knows each other from the monthly meetings. In fact, we do not want the club to become massive because at its core we are a social club and as long as we have the rotation of people with new people coming in, that is what we need, and we very much have that.

"We always try to bring new blood in and get everyone involved in running the club, encouraging members to get involved at committee level. Club meetings are now back to a healthy level – usually 25-30 members – and with 28 vehicles at WeeKent over the weekend, it feels like we are doing the resurrection job and things are going right."

More information

TWINAXLE 4 4 OFF ROAD CLUB

To find out more about the TwinAxle 4x4 Club see **www.facebook.com/groups/Twinaxle**

CLIMBING THE KARTING LADDER

From arrive-and-drive karting to competing on the world stage, rising up through the ranks in Karting requires a mix of talent, determination, and budget considerations



Harry prepares to race at Zuera in the IAME Euro series



"One day, when Harry was about eight, I just decided to ask him if he fancied having a go in a go-kart," recalls Rob Bartle. The pair headed off to TeamSport Indoor karting centre in Sheffield and Harry immediately had a blast. Five years later, the pair are flying around Europe and Harry is competing at an international level.

"Without blowing smoke, he was evidently unbelievably natural at it," Rob recalls. "He has always seemed to take to this sort of thing. When he had just turned two, he jumped on a little scooter and scooted off on it, without having ever been on one. Then, when we got him a little quad bike, he used to ride it about on two wheels!

"He was only little when he was eight – in fact, he's still pretty little now – and he just loved being in the kart. At the time, he was playing football and he was actually having trials for Derby County, but if you watched him, compared to the other kids, you could tell his heart wasn't in it."

"So, we decided to let him do the TeamSport Academy and there was one evening when it clicked with me just how much he cared about it. One night, I told him he could not go because I was going out. He went quiet but said it was alright – and when I came home, I found out he had called up his 75-year-old grandma and got her to drive him there anyway! That said it all."

>>>>>



The Bartle family

Taking the plunge

Rob has always had a love for motorsport from a young age but didn't have the money or parental backing to compete. Keen to give Harry a chance, and after a year in the TeamSport Academy, he decided to progress further and, thanks to advice from a friend of a friend who often posted pictures of karting on Facebook, he discovered the route to take.

"We had a chat about how to get into karting and he told me his daughter was doing the Daniel Ricciardo Series," Rob recalls. "Harry had never been in an outdoor kart, but I went to the factory and bought a Cadet with all the kit for around £4,500. In that series, there are limits on engines and tyres and no paid-for help, so you can do a year for about £3,000 to £4,000.

"At the time, that felt like a lot of money but, really, I think it is the best value karting you will ever get. You cannot buy yourself an advantage, so it gives you a taste of proper karting.

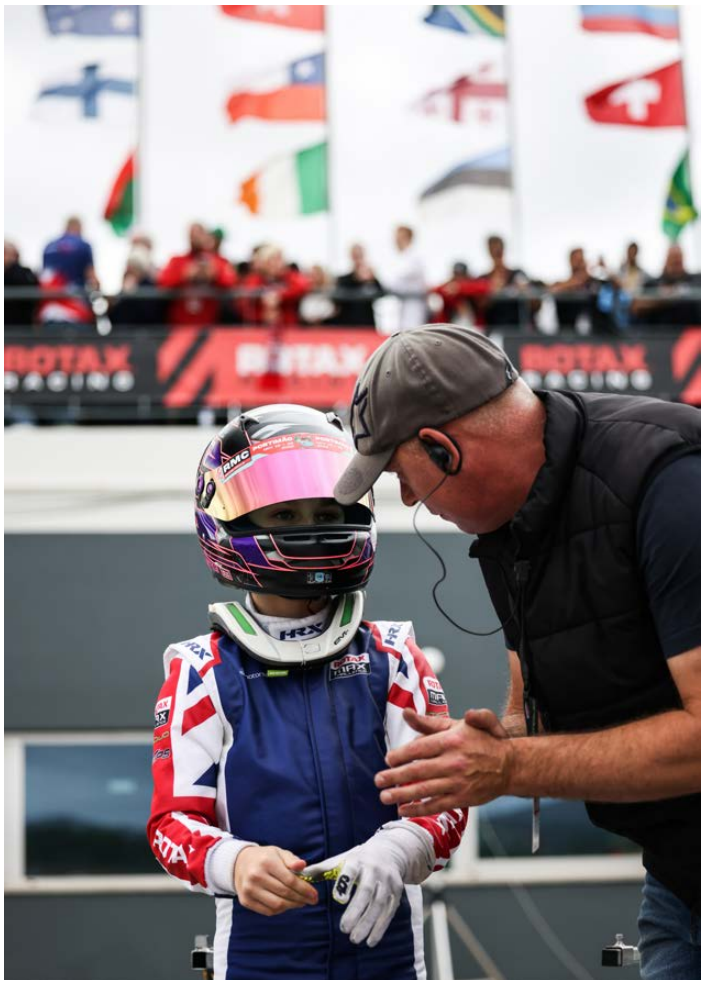
"That said, once I got the kart I thought 'ok, now all we have to do is stick fuel in it' and I did not realise how complicated it can be. You have to set the carburettor, change the jets, tyre pressures, and so on. I put a lot of effort into writing it all down, going practicing, testing, but it's the best way to learn.

"Fortunately, my friend gave me a bit of help and it was just a matter of trial and error. It is lucky that I am mechanically minded – I run a car business and I am quite into it – and I think people who are not might struggle in that area. We did all right, and by the last round of the season, Harry won everything!"

Climbing the ladder

Having been advised to find bigger challenges, it was time to step up a level or two on the karting ladder. The new Motorsport UK structure offers a far clearer permitted pathway than it did a few years ago, so back then Rob opted to trial the next level of competition. To do so he entered Harry into the last round of the Whilton Mill Championship in a second-hand Minimax kart. He was up against 34 drivers, some of whom had just competed in the British Championships, and with just a day of practice, in a category far faster and tougher than any he had experienced before, he won the final.

"Every time we tried him in something that was supposedly harder, he would just go out and win or almost win it," recalls Rob. "People were telling me I had to get him into the British Championships, so we did and in his first round of Minimax he finished second overall out of around 40 competitors!



Harry finished third in the World Finals at Portimão in 2022



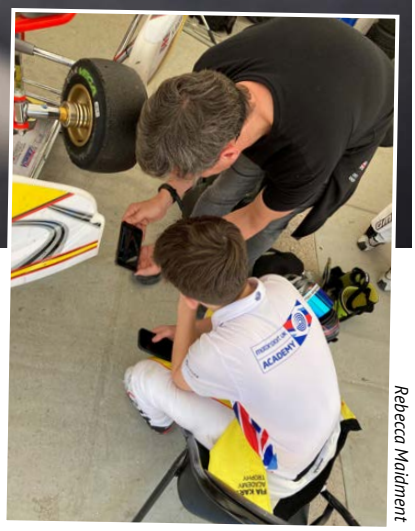
The early days of arrive-and-drive karting



Harry in action at the IAME Euro Series

IAME - MG





Above: Round one of the FIA Karting Academy Trophy, at the SteelRing International Circuit in Trinec, Czech Republic

Right: Receiving advice from karting manager Dan Parker

Rebecca Maidment

"He was up against kids who had trained for it, and had bigger budgets, and we just rocked up with a second-hand kart and engine and sent him out! He went on to finish the Championship third overall as top rookie, ending with a clean sweep at Whilton Mill. That got him a ticket for the World Finals at Portimão, where he finished third in the Final."

The World Finals is the biggest global karting event, and all the equipment is supplied by Rotax to create a level-playing field for the drivers.

Getting spotted

This year, Harry is racing in the British Karting Championships and competing overseas in the Euro Series. He has also been selected to represent Motorsport UK in the three-event FIA Karting Academy Trophy Championship, which boasts a star-studded list of former entries including Formula One drivers George Russell, Esteban Ocon and Charles Leclerc.

However, as many young karters will understand, even racing at the front at this level is no guarantee of greatness. Rob explains: "The challenge is there is a lot that can go wrong and while you always get the same people in the top five or 10, it is hard to dominate because there is so much involved other than the driving.

"The equipment can mean there are small margins across the whole field, so things like track time can make a big difference. At the European events, for example, we turn up on the Tuesday to race on the Friday, whereas some kids have been there for a month, practicing every day. Harry has got a Karting simulator, but it's not the same.

>>>>

HARRY BARTLE



Harry wins the MiniMax round at Whilton Mill

KartPix

"If you do not have the budget to practice, you have to be able to learn tracks quickly otherwise you have no chance. Somehow, Harry has a talent for that. In the first round of the IAME Euro Series, there were 47 drivers in his class, we turned up on the Tuesday, qualified on the Friday, and he put it on pole. He won three of his heats and ended up fifth in the Final. It's all a bit weird!"

Surely, then, if Derby County's football talent scouts showed an interest, the spotters from the F1 team academies must be keeping a close eye out too. "Unfortunately, there is no such thing," says Rob. "The academies aren't free; you pay to be in there. Your only chance is if for some reason somebody takes a shine to you for personal reasons.

"If Harry was as good at football as he is at karting, he would be signed up now, but in motorsport, it is an outlay of £250,000-a-year, minimum, for Global FIA Karting." It can happen – as we have seen when Gabrial Stilp joined Hitech Pulse-Eight ROKiT British F4 team on a limited budget, but the occurrences are still rare.

Into the future

Rob, who runs Auto Select, a Prestige and Sports Car sales business in Chesterfield, is currently funding Harry's European racing, which is a significant budget step beyond the Ricciardo series. Despite some support from the team, he says that ultimately, as happens to many karting parents, he will reach the end of his budget capabilities.

"Ultimately, I cannot afford to put him into a proper car, so unless something changes this will all come to an end at some point," he concedes. "We have just got to enjoy what we are doing now, see if we can get a title under his belt and at least that is something he can look back on, whether he eventually makes a living out of motorsport or not.

"He did get offered to test for a chance to race in Italy after doing well at the World Finals last year, but it would have meant he would have had to go and live in Italy. However as he was only 12 years old at the time, we couldn't move the family out there. If he got offered it again next year, when he is older, maybe he would consider it and maybe would something come from that."

In football, it is said that just one per cent of those who play in an academy over the age of nine will become professional at any level. Although there are no similar statistics for karting, the journey to become a professional driver in motorsport is similarly challenging. That, however, does not deter Rob – because for him it is not about the future, it is about the now.

"My wife still sometimes asks 'what happens next?' and I just say, 'we just keep doing what we are doing.' Well, I am not looking for a return. I am doing it because, why not? It is fun. Of course, there is a chance, there is that element to it, but how many big future stars are there in the world?

"It is a world that opens up doors but the fairy tale like Lewis Hamilton was a one off. In football, there are lots of kids playing who are never going to become stars, but the fact they think they might do is what spurs them on, and that is the fun bit. He just keeps doing well, so until we hit a brick wall, I have got to try and at least give him the chance.





Competing, and winning in, the Daniel Riccardo Series

"It is just a fantastic journey. We have had some moments where you could just burst with joy, and you are never going to get those moments back. You see some of the photos of kids hugging their family, of us celebrating after some amazing moments, and that is worth every penny. Absolutely. One hundred percent."

Last month Harry attended Round 1 of the FIA Karting Academy Trophy, which took place at the SteelRing International Circuit in Trinec, Czech Republic. It was Harry's first time at the track and his first time competing in an OKJ kart, so the weekend was a big learning experience for him, but one he threw himself into.

The weather at the start of the event was awful, with heavy rain hampering a lot of the practice sessions, but Harry drove confidently to gain a P10 in qualifying heat 1, and P5 in qualifying heat 2. The next day brought brilliant sunshine, so Harry had to then adapt to driving on slicks for the first time, gaining a P6 in qualifying heat 3. After some mixed fortunes in the race, Harry is currently P16 in the overall standings, ahead of the second round in Rodby, Denmark.

Revolution asked Harry to share some of his thoughts about his karting journey so far:

What do you love about karting?
The speed and thrill of it. I also love the excitement of competition.

Who is your motorsport idol?
Lewis Hamilton, because he is British, honest and a very fair racer.

What was the best moment of your Karting career so far?
The last two rounds of the British Championships at Whilton Mill in 2022, because I won every race and qualified on pole in two. It was a great finish to the season.

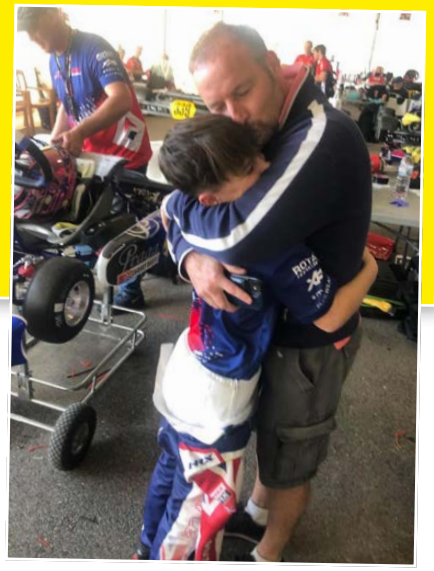
And what was the toughest moment?
The first round of this year's British Championship in X30 at PFi. I had great pace in practice but failed to finish in two of the four races. Sometimes it just doesn't go your way, but I will bounce back.

What do your friends think of your karting?
They like it and support it.

How does it affect your schoolwork?
It did not affect it at all in the UK races, and so far, going overseas has not affected it either too much because I have a tutor to get all my work loaded up on my laptop and I can do my homework while I am away.

Did you ever expect to get this far?
I never expected to get this far. A lot of kids have grown up in the karting world, but I didn't really know what the British Championships were when I entered! It is all a bit of a shock!

What is your ultimate ambition?
To get into some form of professional motor racing. I just have to drive my best and hopefully getting some funding. It will be tough, but everyone dreams of doing that and as long as I do the best I can, what will be will be.



In it together – Harry and his dad Rob

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Intelligent Money British GT Championship

16th-18th June, Snetterton, Norfolk

2023's Intelligent Money British GT Championship hits half-distance this weekend at Snetterton where a pair of 60-minute sprint races take centre stage on Sunday. Rounds five and six feature a 35-strong supercar entry and intriguing championship tussles in both classes. In the GT3 drivers' standings James Cottingham and Jonny Adam hold 7.5-point lead over Darren Leung and Dan Harper, with the top-four crews are covered by just 12 points.



James Roberts

Kwik Fit British Touring Car Championship

17th-18th June, Oulton Park, Cheshire

Rounds 13, 14 and 15 of the Kwik Fit British Touring Car Championship take place at Oulton Park marking the midpoint of the 2023 season. The fifth event on the BTCC calendar has always been hugely popular among drivers and fans alike, as the championship battle continues to take shape.

British Hill Climb Championship

17-18th June, Doune, Scotland

Doune Hillclimb, near Doune in the district of Stirling, is the home of the only round of the British Hill Climb Championship currently to be held in Scotland. The course is 1,476 yards in length and meetings have been staged by the Lothian Car Club since 1968.



David Boxter



Scottish Summer Hill Rally

17th-18th June, Thirlestane Castle, Scotland, TD2 6RU

One of the most exciting events on the Cross Country calendar, this proper Hill Rally covers 58 stage miles and 84 road miles in the Scottish Borders. The compact route sits in an area between Lauder, Stow, and Galashiels, and much of the terrain has never been used before. Vehicles must be road legal and fitted with mud tyres. The second day will align with a major classic car show. For more information visit: **https://scottish-hillrally.co.uk**



ROKiT 2023 F4 British Championship Certified by FIA

17th-18th June, Oulton Park, and 24th-25th June, Silverstone

Oulton Park will be the 250th British F4 race. Graduates from the series include three F1 drivers – Lando Norris was the first British F4 champion and held the Oulton Park lap record from 2015 until 2022. Standings leader Louis Sharp claimed his first British F4 win at the track last year. The budding F1 stars then move to Silverstone, with their first opportunity to race the F4 cars on the Grand Prix configuration. **fiaformula4.com**

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Stockport 061 Motor Club Targa Rally

22nd June, Weeton Army Barracks, Lancashire

Stockport 061 Motor Club is returning to Weeton Army Barracks for its Targa road rally. This is a single venue format of a Targa road rally. Stockport 061 is grateful to event sponsor, Mail Order Car Parts, for supporting this event. Entries are still available, and marshals will be welcomed too.





Ardeca Ypres Rally

23rd-24th June, Ypres, Belgium

Previously on the British Rally Championship calendar in 2019, the Ardeca Ypres Rally returns this month, offering a gruelling 137 competitive miles of closed Belgium roads. Based in the heart of Ypres, the scintillating rally will see the BRC contenders go toe-to-toe with some of the best drivers in Europe, testing their resilience over the unforgiving ditch-lined roads.



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Sixty and Worcestershire Motor Club Grass Autotest and PCT

24th-25th June, Much Marcle, Herefordshire HR8 2NS

The Weekend at Andy's is the quintessential club weekend, a perfect mix of competition and social. A Production Car Trial (PCT) on the Saturday followed by a Grass Autotest on the Sunday, with a BBQ on the Saturday afternoon to tie it all together. A relaxed weekend of competition and a perfect introduction to the world of club motorsport for the StreetCar competitor. **www.facebook.com/groups/sixtyworcsmotorclub**

STP Summer Nationals

1st-2nd July, Santa Pod Raceway, Bedfordshire

Five-second, 240mph Pro Modifieds headline the STP Summer Nationals as Bobby Wallace bids to maintain his lead in the Motorsport UK British Drag Racing Championship. Alongside the Pro Mods, some 300 varied entries pursue national title chases across an array of two- and four-wheeled classes competing over the classic quarter-mile.

https://santapod.co.uk/summer-nationals.php



Dave DJ Jones / Santa Pod



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Knutsford and District Motor Club Grass Autotest

3rd July, Gawsworth Hall, Cheshire, SK11 9RN

Knutsford and District Motor Club is holding its Grass Autotest series at Gawsworth Hall Cheshire on Monday 3rd July. This event starts at 7:00pm, allowing competitors and Marshals to join after work and runs until the light fades, followed by results in a nearby inn. The emphasis is on encouraging StreetCar members and novices new to the sport. KDMC membership is free to those under 21 or in full time education. For further details see **www.knutsfordmotorclub.co.uk/event-regs**

The Nicky Grist Stages

8th July, Builth Wells, Wales

The Nicky Grist Stages returns to Builth Wells when crews from six major UK rally championships gather for the Quinton Motor Club-organised rally. Held over 44 stage miles, the event runs through the classic mid-Wales forest stages of Llyn Login, Monument, Halfway and Crychan.





Gary Pilmer

The Northumberland Rally Festival

15th July, Brunton Airfield, near Alnwick

The Northumberland Rally Festival is a Stage Rally Demonstration event organised by Berwick and District Motor Club, at Brunton Airfield in North Northumberland. It consists of eight non-competitive stages, each of which is four miles long. For further details see **www.northumberland-rally-festival.co.uk**

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motor sport UK | StreetCar

The Yorkshire 4x4 Family Club at Ripon Classic Car Gathering

30th July, Ripon Garden Racecourse

The Yorkshire 4x4 Family Club is a long-term supporter of Ripon Old Cars, winning the Best Club Stand in past years. The club will be attending the Ripon Classic Car Gathering with a demonstration and static display. Come and speak to us if you're interested in getting in Cross Country and Trials. The club organises shows, gymkhanas and social events for our members – focusing on non-damaging events for 4x4 owners wanting that off road experience.

www.facebook.com/p/Ripon-Classic-Car-Gathering-100057323324015

Island Stages Rally

30th September, Isle of Wight

This Isle of Wight Car Club event covers 30 stage miles with no splits or merges and will include a return to Palmers Farm as well as a section of the historic stage at Duxmore Farm. Spectators can view the action and get up close to the cars in Newport town centre. Red Funnel is offering 25 per cent off ferries over the rally weekend with the code ISLANDRALLY2023.



Rob Schaverein



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

McGrady Insurance N. I. Rally Championship

David Harrigan



Garry Jennings and Rory Kennedy sealed victory on the 'Go' Tour of the Sperrins Rally last month. Round four of the McGrady Insurance Motorsport UK Northern Ireland Rally Championship was organised by Magherafelt and District Motor Club, and Jennings eventually arrived home victorious in his Ford Fiesta R5 by five seconds after a day-long battle over six closed-road stages with the Citroen C3 of Jonny Greer and Niall Burns.

Provisional Championship Points

1st	Derek McGarrity	110 points
2nd	Aaron McLaughlin	98 points
3rd	Michael McGarrity	95 points

Protyre Motorsport UK Asphalt Rally Championship

Russ Otway



James Ford scored maximum Protyre Motorsport UK Asphalt Rally Championship points for the first time when he set a string of fastest overall stage times to beat all of his series rivals on the Beatson's Building Supplies Jim Clark Rally. Co-driven by Neil Shanks, the Preston driver flew to a superb fourth overall finish in his Michelin-shod Citroën C3 Rally2 – despite stalling the car at the start of the eighth and final stage.

Latest Championship Standings

1st	Neil Roskell	101 points
2nd=	Callum Black	84 points
2nd=	David Wright	84 points

British Historic Rally Championship

CREDIT



Richard Tuthill secured his first Fuchs Lubricants British Historic Rally Championship victory since 2007 snatching the Plains Rally win on the very last stage. The Porsche 911 driver and co-driver Dale Furniss had been locked in an intense battle for the lead with Marty McCormack and Barney Mitchell's Ford Escort MKII, heading into the short and final Llangower stage on identical times.

Latest Championship Standings

1st	Nick Elliott	71 points
2nd	Tom Walster	69 points
3rd	Roger Chilman	66 points

KNC Groundworks Scottish Rally Championship

AF Motorsport Media



The Beatson's Building Supplies Jim Clark Reivers Rally was decided by just 3.3 seconds at the end of the six stage event. Local star Euan Thorburn and regular navigator Paul Beaton wrapping up a very successful weekend in their VW Polo R5 by taking the win ahead of David Henderson and Chris Lees in their Rally 2 Fiesta.

Provisional Championship Positions

1st	Jock Armstrong	82 points
2nd	John Wink	78 points
3rd	Hugh Brunton	76 points

British Endurance Championship

Chris Valentine



Peter Erceg, with Andrew Bentley standing in for regular co-driver Marcus Clutton, took another convincing victory in the PB Racing Audi R8 LMS at Oulton Park. Team Hard once again took Class C honours, with their Porsche 991 driven by Brad Thurston, Daryl DeLeon and Alex Sedgewick, while some canny pit-stop strategy led to Chris Jones and Matt George taking the Class D win in the Venture Innovations Mercedes GT4. Jonathan Beeson and George Heler at last brought their Audi RS3 home first in the well-supported TCR-only Class E, and an on-the-pace performance saw the Newbarn Jaguar F-Type of Callum and Adam Thompson triumph in Class F.

Latest Championship Standings

1st=	Brad Thurston / Adam Hatfield / Daryl DeLeon / Alex Sedgewick	89 points
1st=	Neville Jones / Chris Jones / Matt George	89 points
3rd	Ashley Woodman / Martin Byford	88 points

Motorsport UK British Car Trial Championship



The early morning fog cleared from the fabulous Apley Estate venue near Telford to reveal a small but illustrious group of 22 Car Trialers readying their cars to do battle in the sixth round of the Motorsport UK British Car Trial Championship. The large FWD Class B was dominated from the start by father and son duo Tim and Charlie Dovey in their 2-litre Clio Sport. Class D saw a close battle emerging between Dave Oliver, Mark Hoppe, and Barrie Parker, which was won by Dave Oliver ahead of Barrie Parker, with Mark Hoppe in third.

Latest Championship Standings

1st	Barrie Parker	28 points
2nd	Tim Dovey	27 points
3rd	Charlie Dovey	23 points

Kwik Fit British Touring Car Championship

JEP



Ash Sutton claimed his fifth and sixth race victories of the 2023 Kwik Fit British Touring Car Championship at Thruxton earlier this month. The final reverse grid race was won by team-mate Dan Rowbottom to complete a fantastic day for the Ford Focus squad at the UK's fastest circuit.

Latest Championship Standings

1st	Ash Sutton	183 points
2nd	Tom Ingram	169 points
3rd	Colin Turkington	142 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Paul Mitchell Photography

Matthew Hirst took a third straight maximum points score of the 2023 season on the Plains Rally in his Pirelli-shod Delta Salvage / Witham Group Ford Fiesta R5. It was far from straightforward though, as both he and arch-rival Perry Gardener hit problems in the afternoon, which saw them swap positions on the eighth and final stage.

Latest Championship Standings

1st	Matthew Hirst	90 points
2nd	Simon Rogers	68 points
3rd	Martyn Andrews	63 points

ROKiT F4 British Championship certified by FIA



IEP

The competition is fierce; last time out at Thruxton in qualifying, all 23 drivers were separated by 0.840 seconds. Hitech Pulse-Eight had a strong event with Will Macintyre claiming pole position and a win. Team-mate Jimmy Piszcyk and Rodin Carlin's Noah Lisle were the two other winners. After four events the series has held eleven races with eight different race winners.

Latest Championship Standings

1st	Louis Sharp	140 points
2nd	Will Macintyre	138 points
3rd	Dion Gowda	122 points

Intelligent Money British GT Championship



Dom Gibbons

James Cottingham and Jonny Adam took the British GT points lead after their second win of the season, crossing the line just 0.9s ahead of Lucky Khera and Euan Hankey on the Donington Park GP circuit. In GT4, Charles Clark and Jack Brown claimed victory on-the-road but consequences of a recent National Court ruling led to compensation time being added after the event, promoting Ian Gough and Tom Wrigley to the win.

Latest Championship Points

1st=	James Cottingham	76 points
1st=	Jonny Adam	76 points
2nd	Darren Leung	68.5 points

Avon Tyres Motorsport UK British Hillclimb Championship



Paul Lawrence

Wallace Menzies extended his Championship lead with some top class attacking driving in dry but dusty conditions as the British Hillclimb Championship presented by Avon Tyres, visited Shelsley Walsh. On a warm and sunny weekend, the battle at the top was tight once again, often being settled by a tenth or maybe a few hundredths of a second. Only one points score for Matt Ryder meant he has now been overtaken for second place the more consistent Scott Moran.

Latest Championship Standings

1st	Wallace Menzies	110 points
2nd	Scott Moran	90 points
3rd	Matthew Ryder	86 points

RESULTS

SBD Motorsport UK HSA British Sprint Championship



Kim Broughton

Goulding, Jones, and Miles shared the spoils at Pembrey in the British Sprint Championship. In the first run-off, Goulding put in a strong run on his freshest rubber, finishing first. In second place, Chris Jones was just four tenths behind, followed by Steve Broughton. The top three all setting new class records in the process. For the second run-off Chris Jones set an exemplary run of the National layout, with another new class record in his Force TA. On the Sunday, Jones won the first run-off with another new class record, one tenth ahead of Graham Blackwell, and later Stephen Miles won the second run-off, narrowly beating championship leader Pete Goulding on the longer Club layout.

Latest Championship Standings

1st	Peter Goulding	370 points
2nd	Graham Blackwell	362 points
3rd	Stephen Miles	356 points

Motorsport UK British Drag Racing Championship



Dave Jones / Santa Pod

Sweden's Jan Ericsson won the combined FIA European / Motorsport UK British championship round by defeating Britain's Bobby Wallace in a repeat of last September's European Finals final. Ericsson had secured pole position, but Wallace, who qualified in only 10th, had to overcome three higher qualified opponents to reach the final, setting a new British record of 3.843 seconds on the way. Eleven of the 17 entrants achieved personal-best performances during the event.

Latest Championship Standings

1st	Bobby Wallace	169 points
2nd	Jan Ericsson	123 points
3rd	Wayne Nicholson	95 points

Motorsport UK British Rally Championship



JEP

Frenchman Adrien Fourmaux was almost untouchable at the Beatson's Building Supplies Jim Clark Rally. Fourmaux and co-driver Alexandre Coria, took a 28-second lead after the opening two tests on Friday night, and were never headed throughout Saturday. Keith Cronin and Mikie Galvin were their nearest challengers in second, with Callum Black and Jack Morton rounding out the podium.

Latest Championship Standings

1st	Adrien Fourmaux	55 points
2nd	Keith Cronin	36 points
3rd	Callum Black	25 points

British Autotest Championship



A return to the Coventry Motofest and driving around the concrete pillars, certainly concentrated the mind. After the first three tests, Alastair Moffatt had a good lead, but on the next test he picked up a rare Wrong Test (WT). At lunch, after three rounds, Malcolm Livingston, with a clean run, held a five second lead from Willie Keaning, who had collected three penalties already. Richard Pinkney had five penalties and two WTs by this point as well. In the second half Livingstone started to collect penalties, one in each round, and this put Keaning in lead, which he held to the finish. Livingstone was second and Moffatt down in third.

Latest Championship Standings

1st	Alastair Moffatt	143 points
2nd	Willie Keaning	136 points
3rd	Stephen Morten	115 points

Wera Tools Rotax British Kart Championships

All pictures this page: KartPix



Macauley Bishop



Emerson Macandrew-Uren



Sean Butcher



Cole Denholm



Ella Stevens

The Rotax and KZ2 categories followed on from March's 0 Plate event with Round One of the season at Kimbolton in May. In the MicroMax class, Emerson Macandrew-Uren claimed a narrow victory over Oliver Spencer while MiniMax saw Scot Cole Denholm beat teammate Jacob Ashcroft with a superb outside last lap move at Derek's Corner that secured the Driver of the Day award. Macauley Bishop took the spoils in the Junior Rotax with Sean Butcher winning the Senior category as Guy Cunnington climbed 11 places to claim a podium. In KZ2, Ella Stevens won from pole, with James Glenister recovering from a seized engine to climb an impressive 12 places for a podium.

MicroMax

1st	Emerson Macandrew-Uren	192
2nd	Edward Haynes	185
3rd	Maximilian Abrahart	177

MiniMax

1st	Cole Denholm	195
2nd	Jacob Ashcroft	186
3rd	Albert Friend	178

Junior Rotax

1st	Macauley Bishop	195
2nd	Ewan Charman	173
3rd	Gustavs Usakovs	171

Senior Rotax

1st	Sean Butcher	192
2nd	Kai Hunter	181
3rd	Matthew Higgins	178

KZ2

1st	Ella Stevens	192
2nd	Charlie Turner	186
3rd	Tom Adams	180

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The MPB Parting Shot

Motorsport UK Academy Co-Driver graduate Cameron Fair is one of the UK's most promising young co-drivers at a national level. Winning the Scottish Rally Championship in 2022 confirmed that. Rallying was not originally on his calendar for 2023 though, as he prepared to focus on his family business on the Isle of Mull. But after a call from friend and current Academy Team UK driver Jon Armstrong, they entered the European Rally Championship's Rally Islas Canarias last month. The pair won the ERC3 class, finishing in 21st place overall.

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