


Revolution

September 2022

The official magazine of  motorsport UK

RACING AT CRYSTAL PALACE

REMEMBERING 'LONDON'S OWN RACETRACK'
50 YEARS SINCE IT CLOSED



DEREK WARWICK
MY MOTORSPORT
MOMENT

FEATURE
THE ART OF
HANDICAPPING

INSIDE HQ
MEET THE OFFICIALS
PATHWAY TEAM

PLUS: WHAT'S ON + NATIONAL COURT + CHAMPIONSHIP RESULTS

NE VER SEEN BEFORE



6004 JOKER > SELF SETTING > SELF GRIPPING > RATCHETING ACTION > 30° LOW RETURN ANGLE



Instagram Facebook Twitter @weratoolsuk



CEO'S MESSAGE



Back in 2019 the organisers of Rali Bae Ceredigion broke new ground in becoming the first rally to take place on closed public roads in Wales. The 'closed road legislation' had been passed through Parliament in 2018 and it did not take long for a group of Welsh motor clubs to grasp the opportunity; being keen to use some of the most spectacular roads in the UK and make them available for rally competitors and spectators to enjoy. That first event proved a tremendous success, although the initial momentum was dramatically interrupted by the pandemic. Despite this two-year setback, the community lost none of its enthusiasm for the long-term vision. Last weekend (3-4th September) we were delighted to see the second edition of the 'Get Connected Rali Ceredigion' start on Saturday night, with special stages run round the tight streets of Aberystwyth and the cars being greeted by thousands of enthusiastic fans. This round of the Tour European Rally (TER) series, part of the FIA European Rally Trophy, has brought a breath of fresh air to mid-Wales and the UK rally scene.

From the outset the organisers set to redefine the relationship between the rally, the local community, and the environment. Fully embracing the opportunity to establish a new benchmark, they gained the FIA's new environmental event management accreditation and in so doing became the first event to achieve that status in the UK. With many initiatives, such as park-and-ride taking the spectators into dedicated fan zones, and support vehicles running on recycled fuel, as well as support from their title sponsor, it was clear that many aspects will provide important guidelines for other events across the UK.

One of the more intriguing aspects of the event was the creation of an electric rally class, and this attracted the entry of the all-electric Vauxhall Corsa-e, driven by none other than Aberdovey local, Tom Cave, who had finished as runner up in the 2019 edition of the event. An initiative

from Myerscough College and University Centre, this was a welcome addition to the line-up of over 100 cars that took part in the rally. Although this was a first foray of its type, important lessons were learnt by the group running it, and importantly, the rally organising team, including the marshals and rescue and recovery, who needed to be prepared for this electric innovation in rallying; as well as communicating with the spectators to highlight the safety protocols. Again, it demonstrated the desire by the organisers to find touchpoints with society and to reflect the direction that the automotive world is taking. As we demonstrated recently at our event in Parliament, Motorsport UK is a firm supporter of an eclectic mix of propulsion for both road cars and competition vehicles, and there is no doubt that there will be a place in some events for electric power and it follows that this event will go down in history as a starting point.



Closed-road action from Rali Ceredigion

Jakob Ebrey

I mentioned the need to work in close collaboration with the local community, and that is fundamental to the operation of all motorsport events across the UK. I thank the hundreds of clubs for the work that they do in fostering the support of the local communities, town, and county councils. In the case of Rali Ceredigion, the Aberystwyth Town Council and Ceredigion County Council were fully committed to the whole concept, with support for the road closures and the management of the impact that this would have on the local community over a busy Saturday and Sunday. As it transpired, traffic management was excellent, and the spectators able to enjoy the thrilling action within carefully located safe zones. Watching the in-car footage was welcome confirmation of the excellent management of the stages, with spectators positioned out of harm's way with excellent route management.

The event is part of the Tour European Rally series which comprised of eight rounds, only one of which is on gravel; and this focus on tarmac events seems to be working well. Rali Ceredigion is a round of the Motorsport UK British Rally Championship and is matched in excellence by the other rounds of this championship,

as they all deliver a thrilling backdrop and outstanding organisational skills providing the very highest standard of competition for the teams, as well as safe access for spectators. None of these events would be possible without the unstinting support and hard work of the volunteers, in the form of officials and volunteer marshals, who give up their time so generously to make these events a success.

The winning crew, Hayden Paddon and Jared Hudson, in their Hyundai i20 R5, were moved to comment after the event that it was one of the best rallies that they had taken part in anywhere in the world. This is praise from a crew that have experience at the highest level in the WRC, and hail from New Zealand, which has such an extraordinary history in rallying.

Although our heartland of rallying has for so long been in the forests of the UK, and long may it continue for many years to come, it is nevertheless very exciting that in the past four years the UK has gained such strong momentum around closed road rallies. This also seems to be fitting quite well with the overall direction of travel internationally on many events towards sealed surfaces.

Tom Cave drives the Corsa-e at Rali Ceredigion



Jakob Ebrey

John Patterson



Sukhmani Khera won the Cadet Class 'A' final at Whilton Mill



John Patterson

Following the FIA's new environmental management accreditation that Rali Ceredigion have been awarded, and I am delighted to confirm that Motorsport UK itself has just been awarded a Three-Star accreditation by the FIA for its environmental sustainability work. With the newspapers full of stories around the energy crisis, there is no doubt we are living in a watershed moment in our relationship with how we power the world, and although motorsport is one small corner of this world, it is our absolute commitment to ensure that we are aligned with the world order as things evolve through these difficult times.

At Whilton Mill on Saturday I was excited to see the emerging talent from the youngsters competing in Club100's new for 2022 arrive-and-drive series for Cadets and Juniors. I am personally delighted that the inclusion of Club100 in the Motorsport UK family is reaping rewards by providing an affordable pathway for young drivers to show their skills, all in identical Rotax-Birel karts in events run to Motorsport UK standards. With the top 20 drivers covered by less than a second, it shows the merits of standardised equipment and the total focus on the driver's skills. With several British

Karting Championship competitors using it to rack up more track time, they set a benchmark of talent as well as an endorsement of the credibility of Club100 and the Rotax-Birel package. With that in mind I was delighted to see the winner of the 'A' final for the Cadet class was a diminutive 10 year-old girl by the name of Sukhmani Khera, who you will no doubt be hearing more about in the future.

As many people return after their summer breaks, September is traditionally one of our strongest months for motorsport. The good news is that event permits remain healthy and the feedback from organisers is that entry lists and grid sizes continue to be strong. We thank our community for their continued commitment to the sport, and we are deeply grateful to everybody who plays a part in allowing everyone to enjoy the excitement of the stages, circuits, and mixed venues across the UK. 🌐

Wishing everyone a safe and successful month in motorsport.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

In *Revolution* this month, turn back time and relive the racing past at **Crystal Palace, London's own Circuit**, discover the **Art of Handicapping**, meet the **Officials Pathway Team** at Motorsport UK, and share a **Motorsport Moment with Derek Warwick**. We put **Witney Motor Club** in the spotlight, and meet **Six Fantastic Dragsters**, one of which needs a name...



Cover story:
Racing at the Crystal Palace – 50 years on



Latest news:
Annual membership awards, Medical Framework update, FIA Rising Stars



Feature: The Art of Handicapping



Inside HQ – Meet the Officials' Pathway Team



My Motorsport Moment:
with Derek Warwick



Club Corner: Witney Motor Club



Six Fantastic: Drag car names



What's On this month



British Championship Results

GARMIN.

FIND YOUR LINE
TO FASTER TIMES

CHOOSE PIRELLI AND BE REWARDED

16" & BELOW
£10 FUEL CARD
FOR 2 TYRES

£30 FUEL CARD
FOR 4 TYRES

17"
£30 FUEL CARD
FOR 2 TYRES

£70 FUEL CARD
FOR 4 TYRES

18" & 19"
£50 FUEL CARD
FOR 2 TYRES

£100 FUEL CARD
FOR 4 TYRES

20" & ABOVE
£60 FUEL CARD
FOR 2 TYRES

£120 FUEL CARD
FOR 4 TYRES

NEW
IMPROVED
OFFER



Pirelli and Motorsport UK are delighted to offer members a **free fuel gift card** when they purchase **two or more Pirelli tyres*** from a Pirelli Performance Centre

Visit www.pirelli.co.uk/msuk to find out more and claim your gift



GARMIN CATALYST

DRIVING PERFORMANCE OPTIMIZER THAT SHOWS THE TRUE OPTIMAL LAP™ YOU CAN ACTUALLY DRIVE.

Garmin.com/Catalyst

Warning: This device is intended only for recreational use in a circuit environment. Never use this device on public roadways. ©2020 Garmin Ltd. or its subsidiaries.

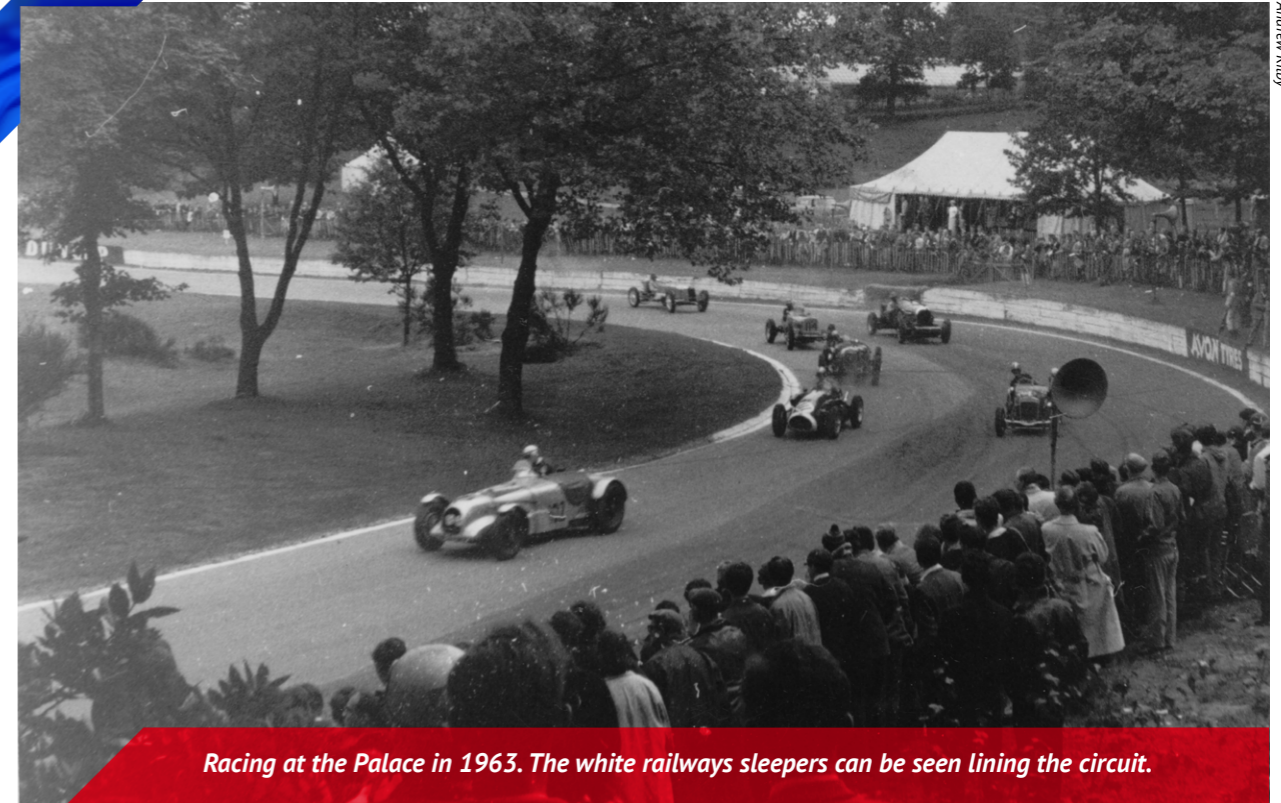
*Claim up to eight tyres per year



POWER IS NOTHING WITHOUT CONTROL

MEMORIES OF THE PALACE

September 9th this year marks 50 years since the last race around 'London's own circuit' at Crystal Palace. Once the realm of F1 favourites and film stars, **Will Gray** looks at the past, and potential future, of this legendary venue



Racing at the Palace in 1963. The white railways sleepers can be seen lining the circuit.

"After the last champagne cork had settled on the grid, it was sad to look into the fading light and reflect that never again would these whitewashed sleepers and golden trees echo to the roar of un-channelled exhausts," said the closing report in *Motoring News*, after the final race at Crystal Palace in September 1972.

Far from fading out with a whimper, the event had drawn in the crowds just like ever before. However, for a venue that had graced all the big stars and future names in UK Motorsport, from Sir Stirling Moss to Nigel Mansell and everyone in between, the time was up.

Succumbing to 'modern' health and safety constraints, the circuit was consigned to history and the dust had barely settled on Gerry Marshall's blistering final victory before the bulldozers came in. Despite the passing of years, however, much of the track can still be seen, and fifty years on many legends remain.

London Grand Prix

According to historians, competitive motor races were first run in the Crystal Palace area at the dawn of the motor car, way back in 1899 – making it one of the first racing venues in the world. These ad-hoc events led to the construction of a permanent racetrack in 1927, with the first race for motorcycles that same year.

The track, which initially comprised of hard-packed gravel straights and tarmac corners, was just a mile in length and followed existing paths through the park. In 1935, just a few days after a fire tragically destroyed the Palace, plans were hatched to double its length and lay the entire route with tarmac.

In early 1937, the new venue was completed and in June that year a field of 17 cars entered first ever London Grand Prix, an event that was hailed a "considerable success" by *Motoring News* thanks to a unique new format to top level racing that involved short races, no pit stops and high-speed duels.

The event began with torrential rain hitting the Thursday practice session and causing trouble for all but two drivers, with one crashing straight on into an earth bank. That drama paled into insignificance, however, when a demolition crew decided to blow up the remains of the Palace ruins during the session!

The main races were run as heats, with a female driver in a Rapier Special, named only in the press as 'Mrs. Eccles', taking the early lead in one event but then overturning her car on lap four after duelling a rival. It was clearly no holds barred racing, as another driver later retired with a dislocated shoulder.

>>>>

In the final, legendary racer Prince Bira led until lap 11, when he was passed. However, as *Motoring News* reported of the new leader: "In the excitement of doing so, he overdid the loud-pedal stuff and spun round at Big Tree Bend to smash his tail against the wall of the lily-pond. He took it swimmingly..."

In the end, Bira won easily, finishing more than a minute ahead of the pack with a time of 33 minutes and 3.7 seconds. *Motoring News* concluded: "This Crystal Palace racing is excellent, and the short races ensure some very exciting duels." Just two years later, however, war broke out and the military took over.

Post-war boom

After the Second World War, motorsport grew fast. The F1 World Championship was inaugurated in 1950 and, in an era where the top drivers in the world not only competed at the pinnacle, but also in everything from sportscars to lower category single-seaters, Crystal Palace became the place to be.

The layout was shortened to 1.39 miles, keeping to the outer perimeter rather than using the snaking inner circuit. The first race after the war, held in 1953, drew in an impressive 40,000 spectators. Racing was popular, and the ease of access meant most events attracted big numbers – and big names.

For star drivers of the day, it was the perfect place to hone their skills. In the years before Monaco became the go-to place to live for F1's finest, having a race circuit on London's doorstep was very appealing. Stirling Moss, Jim Clark, Graham Hill, Jackie Ickx, James Hunt and Jochen Rindt all raced there.

In June 1962, the Crystal Palace Trophy, a non-championship F1 race, was run over 36 laps of the circuit. It was won by

Innes Ireland, with Roy Salvadori second and Bruce McLaren, fresh from winning the Monaco Grand Prix the weekend before, completing the podium in third.

The following year, the circuit celebrated its 10th anniversary. On his website, F1 journalist Peter Windsor recalls the event. "Thirty thousand people flocked to the Palace for the afternoon's racing – entrance: five shillings for adults, two for children – enticed by the presence of reigning World Champion Graham Hill, Jim Clark, the best Mini racers in Europe and Roy Salvadori.

"Jim made a better start than Salvo, but the 2.7 litre Cooper-Climax ate the 1.6 litre twin-cam 23B for an early lunch as they hit the longer gears. Jim fell into second place but inherited a win when Salvadori's Cooper lost its gears with ten laps to go.

"The Minis were outstanding. Sir John Whitmore won the blast but the tyre smoke and the door-handles were what the crowd took home: Paddy Hopkirk pushed John all the way – as did the deliciously fast Christabel Carlisle. Then came John Rhodes and John Fenning – outstanding talents both.

"Jack Sears won again with the big Galaxie, from Roy Salvadori and Graham Hill; and Denny Hulme continued his run in the Formula Junior race. Other drivers in the FJ race: Peter Revson, Chris Amon, Richard Attwood, Paul Hawkins, and Mike Spence. So much talent; so much fun."

The Peoples' Track

"My father and I were both in the 100 National Class for 100cc straight drive karts. Our type of kart had not raced at a circuit like Crystal Palace before so many new issues arose. However, when our little motors did get up to their maximum 13,000rpm, the racing was fantastic; it seemed like a six-lane highway compared to a short kart circuit. The Gearbox karts we were sharing the programme with included one Nigel Mansell from Birmingham. I wonder whatever happened to him?!"

Reg Roberts, competitor, 1970 Players No. 6 Kart Championship



1965 – John Fitzpatrick leads Gerry Marshall in the Anerley Trophy race

Wikimedia Commons

Prince Bira of Siam celebrating after winning the Road Racing Club's Imperial Trophy Race at Crystal Palace Oct 1937



Less than ten years later, though, it was all over. The final international meeting took place in 1972, a Formula 2 race featuring John Surtees, Niki Lauda, John Watson, and Graham Hill. There were a few club events after, but with increasing speeds and a quest for improved safety, the Council was forced to shut the doors.

Resurrection I

Over time, parts of the circuit were taken back by nature or built upon with new facilities, such as the running track. The parts that did remain lay preserved but dormant. That was until someone mentioned to the Sevenoaks and District Motor Club that the 25th anniversary of that final race in 1972 was coming up.

Former Club Chairman Colin Billings takes up the story. "Philip Parfitt, who had written a book about the circuit, put it out that it might be rather nice if the anniversary were marked in some way," he recalls. "So, we decided to run a Sprint, initially as a one-off event.

"We incorporated as much of the original track as we could use, because big lumps of it had been built on and covered over, but all the running of the Sprint was on parts of the circuit that existed over time, although not necessarily all the final circuit, because it went through several evolutions over the years.

"The first event was quite low key, very much a Clubmans Sprint. We did have a bit of a show that ran alongside it. We likened it to a village fete of motorsport. That was the atmosphere we were looking to get at the time, and I would say we were reasonably successful at doing that.

"In later events, the show became a bit bigger because we wanted people to have something else to come and look at as well, so that developed, but in 1999 we got the news that a Millennium grant had been awarded to the park and the venue would no longer be available for future running.

"Bromley Council was planning to spend a lot of money in the park to try to take it back to its original state, narrowing the track back to pathways and putting slightly more friendly surfaces in, which made it not useable for motorsport. That was it. It was very sad, but these things run their natural course."

Fortunately, however, that was not it. Not all the works were completed, and in 2006, when the London Development Agency (LDA) was seeking ways to promote events in London, they came calling. The history of racing at the Palace had been recognised, and the Council wanted to put it back on.

"I received a phone call back in 2006 from the LDA and they asked if we would be interested in running the event again," recalls Billings. The answer was a resounding 'yes!' Billings became the Event Director, and it was all hands on deck to bring the track back to life.

Resurrection II

It took a few years, but Motorsport at the Palace was up and running in 2010, having secured sponsorship from a local car dealership. Although the LDA had kick-started the thought process, by the time the event was put on they had backed out, so it was entirely down to the club to organise.

"The London Borough of Bromley was really helpful, and we were very lucky because two of the senior park keepers had been juniors when we ran first time round," recalls Billings. "They knew we were professional in how we ran events, so they were very supportive and the people in charge of the park got onboard."

>>>>>

The Peoples' Track

"My friend Leslie-Anne and I regularly borrowed her mother's Hillman Imp to attend events. Watching the racing amid the ruins of the Crystal Palace was rather surreal. The only fly in the ointment was the ghastly corrugated iron huts that served as loos – but we were willing to put up with that for the exhilaration of seeing the racing!"

Mrs Frances Evans, spectator

However, although it had only been a little more than 10 years since the previous event, things had changed dramatically, and significant investment had to be made to bring the track up to modern standards of health and safety, particularly when it came to circuit infrastructure.

“When it came back, the course was the same, but regulations had changed,” says Billings. “There were also areas of the track which previously had a few saplings next to them that were not a problem, but by now they were quite substantial trees. So, overall, our level of safety had to go up quite a bit.

“We had to resurface parts of the track and we put in a lot more Armco. All that had to be demountable because the park didn’t want it there for more time than they had to, so we invested a lot of money getting the post holes sunk and temporary covers put over them.

“When the event finished and everything was cleared away, you would never have known anything was going on apart from the odd black mark on the tarmac. The next year, the contractors would go in, find the holes, put the Armco back in and get the event on again.”

All that hard effort was worth it. The new event built on its previous incarnation, creating a family friendly picnic party vibe

that attracted people from around London and showed them what motorsport was all about. Racing engines rattled through the park once again, and pretty much everyone loved it.

“We were running up to about 120 cars per day,” says Billings. “We were limited on single seaters up to 1,600cc, based on the license we were given because of the nature of the track, but we did have dispensation by prior arrangement to run a few other things that were a bit bigger on a demonstration basis.

“One of the earliest cars we had was from 1903, which took ages to go around but it was a lot of fun, and everyone really enjoyed it. And we went all the way up some impressive modern machinery. We even had one of the first electric cars to go motor racing with a Nissan Leaf.

“We really aimed it at getting the local families into the park and getting them to have a look and have a first hand experience of what club motorsport can be. It was just great

to see mums and dads with kids in pushchairs, sitting out having a picnic. Just brilliant.”

The sprint event continued to thrive until the global pandemic put a stop to pretty much all motorsport. Since then, it has been on hiatus for several reasons and plans for a 50th anniversary celebration this year were, sadly, unable to go ahead. However, the track remains, ready and waiting.

Memory Lane

Although the engines currently no longer rev on the Palace grounds, motorsport fanatics who are happy to explore its history without the on-track action can still see the old Crystal Palace circuit. None of the original infrastructure remains, but traces of the track are still there to be followed.

A pile of soil, dug out during the Millennium build project, now sits just in front of the start line on the later track layout, but if you stand on that mound the original track – albeit resurfaced – stretches out in front of you at its original width. Even a touch of the old tarmac remains.

In a beautiful feature, found on speedhunters.com, writer Jonathan Moore takes up the tour down memory lane.

“[After the start] cars would have been charging through a shallow left kink two and three abreast before braking for the North Tower right-hander.

“North Tower was a tricky, tightening uphill: perfect three-wheeling territory for saloons. There are now trees and bushes up to the edge of the path, but you can still see how it originally looked. Even when the track was active, this section of track plunged through a tunnel of trees, a right-left kink through The Glade.

“On the exit of Fisherman’s Bend the track splits; ahead is the New Link, but the old track follows around to the right.

This was a tricky combination of uphill, off-camber kinks of Fisherman’s Rise taking drivers back up towards the top of the circuit. Pre-war, there weren’t even concrete barriers.

“The exit of the first right-left led directly into another similar wiggle and then there was a short blast up to the Pond Corner: a sharp left-hander with a blind apex. This is the first corner on the modern sprint course, and now as was then, is slow and tricky with the need for a very fast exit.

“It leads down a chute to Big Tree Bend, which was a hard left that returned the track to the lower part of the park. The left-turn that would have been here wound down New Zealand Hill – but a modern link road now continues straight ahead, and where cars once hammered downhill are sports fields and buildings.

“[The route] returns to Fisherman’s Bend and the 1953 layout. What was the original start-line on the Stadium Straight is now a parking area for the athletics stadium. After the long straight, Ramp Bend loomed up with zero-run-off. This was an unforgiving corner, and plenty of cars smacked into the retaining wall.

“Anerley Ramp led into the blind, off-camber Maxim Rise. This is [now] where the main entrance to the sports complex is; left of the track is the low-level railway station entrance – now long-closed – and a high-level station was at the top. A low bridge originally crossed the track at this point, bringing the hordes of Londoners to the circuit’s infield.

“Finally comes South Tower Corner, so-called because of the two enormous water towers that flanked the original Crystal Palace. All that was left was to hit the throttle hard for the run to the line, past the spectators packing the terracing, and to start another lap. Motor-racing at its finest, all within a bus-ride of the centre of London.”



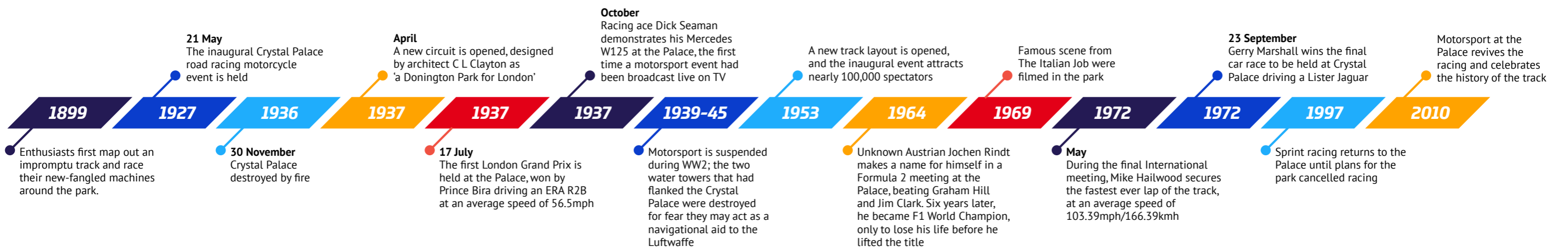
The Peoples’ Track

“I was used to places like Brands Hatch and Snetterton and I couldn’t believe how close the railway sleepers were. The track was brilliant; it was quite quick down the back and along the start there, and it was a good flowing circuit; a couple of tight corners here and there but all good fun. A lot of people did the TT and things like that, but to go to a race meeting in the centre of London was a bit of a novelty! I always found the spectators were very involved; they were always round the paddock and there was always a good atmosphere there.”

Mike Quaife, competitor, motorcycle race in 1971



Mike Lambert



Is there a future?

Could this really be the end? There is clearly no doubt the heydays of the 1950s-70s are long gone – in this modern age, contract-bound racing stars rarely compete anywhere other than their primary series. Equally, health and safety and environmental issues related to high-octane motor racing in the centre of a city do not suggest a rosy future.

However, Crystal Palace has been down but not out many times before. The fact that some of the infrastructure remains, and a modern event, tailored to modern safety criteria, was held only a few years ago, means there could always be the chance of another comeback.

Although it would probably now take a professional external events company and a lump of sponsorship funding to deliver, Sevenoaks and District Motor Club chairman Chris Judge believes hope remains. “Some people say once you stop an event it never gets going again,” he says. “But I am of the view that there is a resurrection of anything, and it heightens the interest.

“We had to cancel the last one due to COVID, but had it run in 2020 I think it would have been a good success. Running it as a club is challenging takes a lot of effort, however, and many of the organising team have been running it since 1997, so some are a bit tired! The workload is considerable – it takes four days to set up and run and take down again – and it cost nearly £80,000.

“We are still always doing work behind the scenes in relation to the event because there is a love for Crystal Palace. There is a lot of development going on there, but they have always told us that we should be okay to run our event because of where it is, and we don’t use the whole of the circuit.”

London’s Mayors have been increasingly positive about motorsport events in the Capital. Regent Street ran an F1 festival in 2004 and Formula E hit Battersea Park in 2015. It did not take long before that circuit closed, but it has now found a new home at the Excel Centre. Meanwhile, although mutterings of F1 hitting the city’s streets appear to have faded, they never seem to die down.

The Crystal Palace Sprint events provided something rather different, though. Billings explains: “They really were a fantastic showcase for motorsport. People see the British Grand Prix, but they don’t see all the other events going on around the country every weekend. Crystal Palace did that, and that was fantastic.”



The crowds lined the balustrades and engines roared at the Palace once more



Graham Hill finishing 2nd Overall at the Crystal Palace London Trophy 1965

The temporary nature of Motorsport at the Palace made it costly to set up and run – but given the venue’s incredible heritage and that a decent length racetrack remains on its grounds, within a stone’s throw of the city centre, it really is unthinkable that somebody, somewhere could not make use of such an opportunity.

People who attended in the past have described how the event felt like London’s mini Goodwood. Indeed, how much fun would it be to see some of those classic cars of yesteryear pounding around Crystal Palace again with crowds watching the action and picnicking in the park, giving children the chance to experience the sights and sounds of motorsport on their doorstep?

“It would take a real professional approach from a company that runs things like big pop concerts or equivalent, but we would definitely support it,” says Judge. “We would need sponsorship, but we have a number of irons in the fire on that, so if we had someone to run the infrastructure and deal with the attendance then there is a possibility for the event to come back. We would never say never...”



Sprinting is the ideal format for the current Crystal Palace track

The Peoples’ Track

“The 157 bus stopped right outside the circuit. I would set up in front of a tree halfway up North Tower Crescent. From my vantage point I got a view from the kink at the end of the main straight until they went into the glade. The smell and the sound from the first cars on track was awesome. I remember Clark and Hill in lovely racing green Lotus’, they seemed so quick, and later in the day the pair would jump into Lotus Cortinas to take part in the Touring Car events. In later years I recall Jochen Rindt winning the final from flag to flag and the Minis taking on the mighty Galaxys with plenty of spills. I even remember on one occasion Peter Sellers and his new wife Britt Ekland strolled to the inside of north tower to watch a race.”

Stuart Smith, spectator



Racing at Palace on YouTube

The Daily Express F3 Trophy Final – A fantastic F3 race from the old Crystal Palace circuit featuring a battle between James Hunt and David Morgan. The renowned Murray Walker provides the commentary.

Motorsport insurance specialists

When you are involved in motorsports, you want to be confident that you have the right insurance in place.

Solutions include:

- Motorsport vehicles, including support and ancillary.
- Marine, storage, and transit solutions.
- Road Traffic Act liabilities - RallyGuard.
- On event accident damage cover for rally and circuits.
- Track days.
- Personal accident and repatriation cover.
- Liability insurance for annual or standalone events.
- A range of motor trade policies, and more.

The appointed broker to Motorsport UK.

bluefinsport.co.uk/motorsport

This is a marketing communication

Bluefin Sport is a trading name of Marsh Ltd. Marsh Ltd is authorised and regulated by the Financial Conduct Authority for General Insurance Distribution and Credit Broking (Firm Reference No. 307511). Copyright 2022. 21-804280778.

A business of Marsh McLennan



From grassroots to grand prix
Protection at every turn with specialist motorsports insurance and risk management.

For advice on managing your motorsport risks, talk to us:
E: Karen_Ellis@ajg.com
T: 0800 138 7535



Gallagher

Insurance | Risk Management | Consulting

Sustainability News

Rali Ceredigion sets new standards

Breaking new ground for British rallying were Myerscough College & University Centre, preparing a Vauxhall Corsa e-Rally for Tom Cave, runner-up in this event in 2019. Myerscough were invited to compete as part of the rally's sustainability initiative and their entry was enabled in part through the Lancashire Local Government Skills Accelerator programme.

Simon Moss, Lecturer in Motorsport Management & Logistics at Myerscough College & University Centre said: "Our success at the Rali Bae Ceredigion is due to some brilliant collaboration between ourselves, the Rali Ceredigion organising team and Motorsport UK, all stakeholders have learned from the experience, and we look forward to building from here."

Myerscough and Cave became the first to win a class for fully electric vehicles on a multi-venue stage rally in the UK. Sustainability was a key focus of this year's event, with organisers introducing a range of ground-breaking initiatives to minimise the rally's environmental impact – for both competitors and spectators. In recognition of its work in this area, Get Connected Rali Ceredigion was the first event of its kind in Britain to achieve FIA Environmental Accreditation.



Anti-litter signage at Rali Ceredigion



The Corsa-e prepared and managed by Myerscough College & University Centre



The Corsa-e in action on Rali Ceredigion

The transformation of Silverstone



Silverstone Circuit has been busy adding solar panels to the roof of its famous Wing building

Throughout 2022 the circuit has been installing 2,764 solar power modules onto the roof of The Wing covering over 4,200m² which will generate over 13 per cent of the venue's power. By summer of 2023 it will be fully powered by renewable energy sources.

Solar Panels on the Wing Building

ZERO Silverstone

2764 modules
covering 4,238m² of the Wing roof

1050,3kW
of peak power

931 MWh
annual grid electricity consumption offset (13% of our total grid consumption in 2021)

209 tonnes
of CO2 emissions reduced

Installation
Finalized by September 2022

The Wing



©iStock

©iStock

©iStock

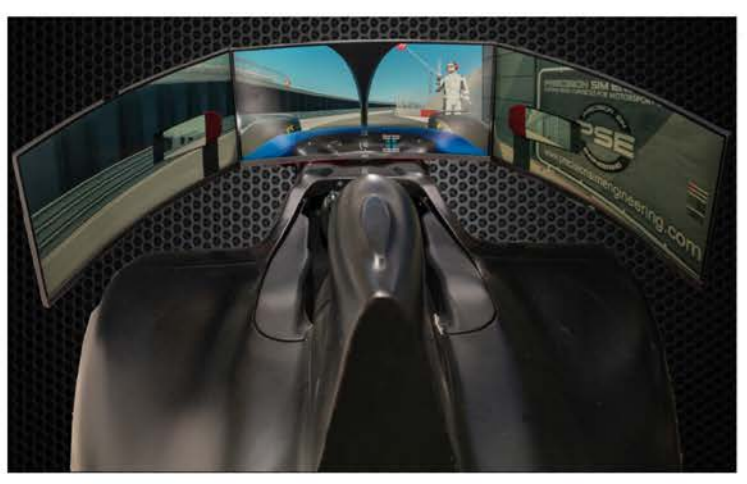
Driver Performance & Simulation Centre



RACE & SIM DRIVER COACHING
SIM RACING SESSIONS
CORPORATE EVENTS
TEAM BUILDING DAYS



5 x GT SIMULATORS
1 X FORMULA CHASSIS SIM
DIRECT DRIVE STEERING
HYDRAULIC PEDALS



10% DISCOUNT

USE CODE "COACHING10"

UNITS 45 & 46 - SILVERSTONE RACE CIRCUIT - NN12 8GX
WWW.VIRTUALREALITYRACINGCLUB.COM
INFO@VIRTUALREALITYRACINGCLUB.COM
RICH 07969 506520

Dedication to motorsport

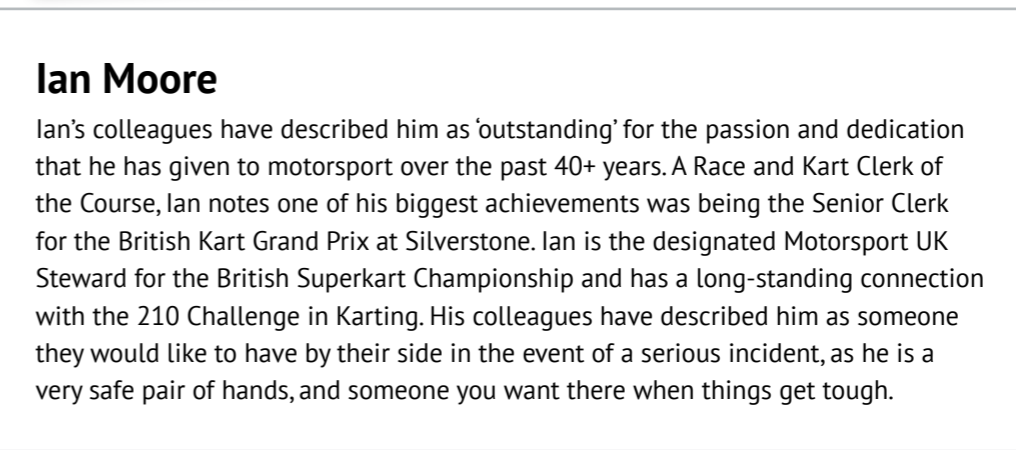
Motorsport UK is proud to award three members with their Long Service Recognition Certificates

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



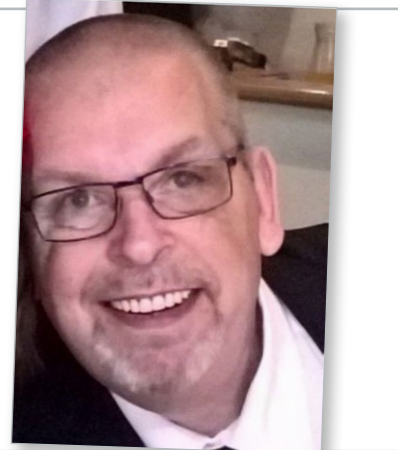
John McLernon

John has had a multitude of motorsport titles including being a Steward for over 40 years, and the Chairman of ANICC and his local Club. He was involved in the Ulster Rally, where he was Chairman of the organising committee, and has stewarded at the Galloway Hills Rally in Scotland. He has fulfilled many other official positions such as Clerk of the Course, Event Secretary, and Event Steward, in both Northern Ireland and Scotland, as well as competing himself. John has been with Motorsport UK since the 1960s, and a Steward since early '70s.



Ian Moore

Ian's colleagues have described him as 'outstanding' for the passion and dedication that he has given to motorsport over the past 40+ years. A Race and Kart Clerk of the Course, Ian notes one of his biggest achievements was being the Senior Clerk for the British Kart Grand Prix at Silverstone. Ian is the designated Motorsport UK Steward for the British Superkart Championship and has a long-standing connection with the 210 Challenge in Karting. His colleagues have described him as someone they would like to have by their side in the event of a serious incident, as he is a very safe pair of hands, and someone you want there when things get tough.



Chris Drake

Chris was a Motorsport UK Steward for 40 years, attending mostly kart and circuit racing events. He has fulfilled many roles for the Central Kart Club, and more recently, the British Superkart Racing Club. He organised the grids in the days of manual lap-scoring, when they might have had 120 entries in a class, but only maximum grid of 40 karts. He was also a dummy grid marshal, acting Club Steward, and has been a big advocate of long circuit kart racing. One of his most memorable days in his motorsport career was at Buckmore Park, when a novice Cadet Kart driver by the name of Lewis Hamilton needed his autograph!

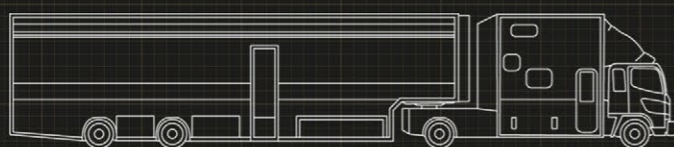
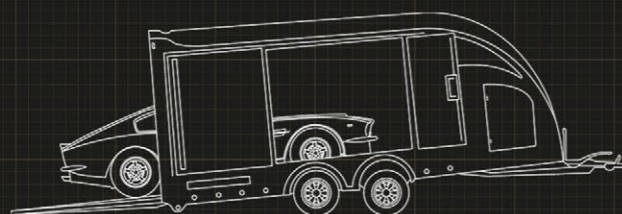
To find out more and to nominate any volunteers you know who have supported the motorsport community for over 40 years see www.motorsportuk.org/the-sport/awards

MOTORSPORT
CLASSIC & SPORTS
 FINANCE

Proud Partner of



Race Cars | Transporters | Hospitality Units | Machinery | Equipment | Teams



01869 351512

www.financemotorsport.com

Kirtlington, Oxfordshire



Two British Competitors Reach FIA Rising Stars Finals

The chance to join the Ferrari Driver Academy is now a very real possibility for Chloe Chong and Chloe Grant who have made it through to the Senior finals of the FIA's Girls on Track – Rising Stars programme.

The programme aims to identify the best 12-16 year-old female drivers from around the world and help them reach a professional career in motorsport.

Chong and Grant joined 14 promising talents from around the world to train and compete at the Circuit Paul Ricard for just eight places in the finals at the Ferrari Driver Academy in November. The intensive few days saw on-track shootouts and training camps at the Winfield Racing School in Le Castellet.

"I'm absolutely over the moon to be selected for the FIA-FDA Scouting Camp in Maranello, something I never even dreamed of before last week. I would really like to thank everyone for believing in me and supporting me along the way, it's been a real journey." Chloe Chong.

"I had an incredible week away at Paul Ricard with the FIA Girls on Track. I owe a big thank you to Motorsport UK for creating this opportunity for me. From now up to the final at Maranello I'll be working harder than ever to make sure I'm as fit and prepared as can be. I'm in it to win it." Chloe Grant.



Marc De Mottis

motordrive

EXCLUSIVE Partnership Series

Get 20% OFF

FIA RACING SEATS

MOTORSPORT UK LICENCE HOLDERS' DISCOUNT

📞 01772 624024
🌐 www.motordrive.com

🐦
f
📷

Motorsport UK Club and Volunteer Of The Year Awards

Nominations for the 2022 Motorsport UK Awards are now open

The Motorsport UK Awards recognise excellence and commitment across our volunteer network of Clubs and individuals.

The Motorsport UK Club of the Year awards are now in their 30th year. Previous award winners have provided opportunities for members to compete, volunteer and socialise enhancing the motorsport community.

The Motorsport UK Volunteer of the Year awards recognise excellence and commitment across our volunteer workforce. Now in its 20th year, previous winners have demonstrated exceptional dedication to motorsport. The awards are open to all volunteers within the motorsport community.

The new for 2022 Motorsport UK Sustainable Club of the Year awards highlight the clubs that have taken a proactive and impactful approach to sustainability over the year. They

have showcased action, education and behaviour change for members.

Two years ago Motorsport UK introduced a new award, 'Motorsport UK Organising Team of the Year' to celebrate the dedication and commitment of teams who successfully organise motorsport events around the country.

The Club of the Year and Organising Team of the Year winners and runners-up will all receive a prestigious Motorsport UK trophy, with the winners also collecting a cheque for £1,000 and the runners-up a £500 cheque. The Volunteer of the Year award winner and runner-up will both be awarded a Motorsport UK trophy and a cheque for £500 and £250 respectively. The Sustainable Club of the Year winner will be awarded a trophy and a cheque for £1000

Motorsport UK is also inviting nominations for recipients of Long Service Recognition Certificates. Clubs, regions, or events

are asked to put forward suggestions of officials with more than 40 years of service. Nominations for all awards close on Monday 31st October and winners will be announced in December.



Bob Draper from Dukeries Motor Club receives the 2021 Club of the Year award from Hugh Chambers



Organising Team of the Year 2021, The Mewla Committee from Epynt Motor Club, with their trophy

Nominations: For further information on the award criteria and how to submit your nominations please visit: www.motorsportuk.org/the-sport/awards

Five reasons to take your club's management online

Volunteers are the lifeblood of motorsport clubs across the country – keeping everything organised behind the scenes to allow members to enjoy the sport. An all-in-one club management system, such as Clubforce, can get your club online and ease the workload for your volunteers:

Paperless

We've all had that moment of thinking 'where did I put that piece of paper?'. Taking your club's administration online means you never have to worry about this again. Everything is accessible in one central location with reporting at the click of a button.

Easy payments

People are using cheques and cash less and less and keeping track of bank transfers is time-consuming and easy to make mistakes. An online club management system can provide a secure and auditable payment gateway for membership, events and more.

Communications

An online club management system can streamline your communications. Send communications around your club in a GDPR-compliant way and collect the information and documents you need from members and event attendees in one place.

Data security

As a club you are responsible for ensuring your membership data is held securely. With multiple copies of spreadsheets or paper records kicking around, keeping track of all your club's data is difficult. An online club management system stores all your data securely so you can have peace of mind.

No more chasing

How many times have you found yourself repeatedly chasing a member for their renewal? With Clubforce's Automated Reminder Mail, your members will be automatically reminded to renew without you having to do any chasing.

Getting online is super simple with Clubforce's all-in-one platform for club management. A special introductory rate for Clubs is now available in partnership with Motorsport UK.

Find out more with a demo of Clubforce today. Click [HERE](#) for further information.



IN REMEMBRANCE



Mark Wilford

Mark Wilford passed away on 1st September following a short battle with illness.

More than just a colleague, Wilford was a friend to all those that worked with him. He joined the WRC as PR and Communications Manager in 2013. One of the most respected people in the WRC service park, it was impossible for him to walk through the service park without being pulled aside for a chat, a catch-up or his trusted opinion.

Wilford devoted more than two decades of his professional life to rallying. First as press officer for the British National Rally Championship, and then the British Championship itself in 1994. He was with Ford for 18 years, and then worked directly for the WRC promoter.

I can picture Wilf now, sitting at a typewriter tapping out a text-perfect British national rally report press release amidst the furore of a raucous rally headquarters. In the ensuing 30 years, he did a lot more of that – and I'm honoured to say that for a few magical years we worked together at Avenue Communications, touring the world as the Ford WRT press team. He never strayed one inch away from the same kind, honest, unflappable, reliable, caring and funny Wilf that he'd always been. Everybody needs a Wilf in their life. His untimely passing is therefore simply impossible to comprehend.

Paul Evans

Motorsport UK sends its condolences to Mark's family and friends.

Motorsport UK is seeking applications for the Board

Motorsport UK is now accepting applications for up to five Independent Non-executive Board Director (INED) positions, four of which are current INED positions that will be coming to the end of their initial three year term in November 2022. Motorsport UK encourage new applicants to apply and those that wish to re-apply for their expiring positions. The positions will form a Board consisting of up to twelve Directors, that also includes representation from the Council membership, the CEO and led by an independent Chair, that is currently David Richards.

The role of the Board is to provide strategic leadership as well as the setting and measurement of goals for the organisation. It is now the ultimate decision-making body for the approval of rules and regulations. Directors are drawn both from the sport and external expert disciplines e.g. Finance, HR etc. The Board meets four to five times per year. There will also be additional task force / working group engagement for Directors on an ad hoc basis. Altogether it will require a commitment of around ten to fifteen days per annum; it is for a term of no more than three years (with potential re-election on two further occasions). The engagement is on a purely voluntary basis, with reimbursement of expenses associated with the role. Directors will benefit from access to unique events and engagement with the sport.

Applications are sought for independent candidates with expertise in areas such as:

- Finance
- Legal
- HR
- Communications / Media
- Insurance
- Governance
- Commercial

An interest in motorsport is naturally beneficial, but it is not a requirement to have detailed knowledge or previous engagement with the sport.

How to apply – if you are highly motivated to be engaged with the leadership of motorsport and feel you can make a contribution to the Board; we would like to hear from you. All we need is your CV, highlighting the specific expertise you would bring to the Board, together with a covering letter outlining your ideas for development and future of UK motorsport.

Deadline

All applications must be emailed to Alison.Dowsett@motorsportuk.org and be received by 23 September 2022. All applications will be acknowledged.

NEWS IN BRIEF



BMSTT 2023 Funding

The British Motor Sport Training Trust (BMSTT) has announced that funding applications for 2023 Volunteer Officials' training events are now being accepted.

In 2022, over 150 training events from Clubs and Organisations around the UK were supported by the Trust, across all motorsport disciplines. To find out how you could apply for grant aid funding, or if you have any questions on the application process, please contact Rebecca Maidment at rebecca.maidment@motorsportuk.org

Applications close on Monday 3rd October 2022. For more information, please visit www.bmstt.org/index.html

Regulations Updates

The latest regulation changes proposed by the Specialist Committee are now available for consultation on the Motorsport UK website. www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation

New Chair of ANECCC

The Association of North East and Cumbria Car Clubs (ANECCC) has elected Mr Andrew Whittaker of Hadrian MSL as its new Chair. The association also elected two Vice Chairs, Ms Lindsay Burnip of Hawick and Border CC and Mr Kevin Dawson of Hadrian MSL.



Nominations for Committee and Advisory Group members

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated, and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees also play 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 2-3 times per year and typically at the offices of Motorsport UK in Bicester, with one meeting in person and the other meetings being held online via Teams. The appointments are for up to three years, with new members initially serving a 2-year 'probationary' term.

Applications are sought for the following Committees and Advisory Groups

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Judicial Committee
- Kart Committee
 - Kart Technical Sub Committee
- Medical Committee
 - Medical Expert Group
- Race Committee
- Rallies Committee
- Safety Committee
- Speed Events Committee
 - Autocross & Rallycross Sub Committee
 - Dragster Sub Committee
 - Sprint and Hill Climb Sub Committee
- Technical Committee
 - Timekeeping Advisory Group
- Trials Committee
- Volunteer Officials Committee
 - Clerks' and Stewards' Advisory Group
 - Marshals' 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, we would welcome your application. All we need 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 19 September 2022. Please send your CV and covering letter to: committeeinterest@motorsportuk.org



MASTERBUILT

Turn on your BBQ at the press of a button and set the temperature on the digital control panel or your smart device

Masterbuilt – Driving BBQ Forwards

When you can turn on your BBQ at the press of a button and it's up to temperature in the same time it takes for your oven to heat up, you would use it all year round – come rain or shine.

Masterbuilt aims to transform the way people cook outdoors – making charcoal barbecue as simple as possible. And anyone who loves barbecue, knows that charcoal is where it's at for the juiciest, best flavour and performance. No fuss, just flavour.

With American roots, Masterbuilt has been driving BBQ forwards for over 50 years. With decades of innovation, it

specialises in manufacturing powerful charcoal grills and smokers that simplify outdoor cooking, amplify flavour, and allow you to spend more time entertaining.

The ultimate all-rounders, you can cook absolutely anything in these BBQs. Whether you're searing burgers or throwing in a brisket to slowly cook all day until juicy and tender, the Gravity Series has you covered.

A temperature dial lets you adjust heat as you would on your home oven. Whack it up to full and you're searing in just over 10 minutes.

At this point, you simply set the temperature on the digital control panel or your smart device, and the digital fan maintains the cooking temperature.

Here comes the clever part – what makes these grills unique is the GravityFed charcoal hopper. It holds up to eight hours of charcoal, and it's simply a case of letting gravity do all the work and constantly top up the fire. As the hoppers are external, you won't lose smoke and temperature each time you open the barbecue lid.

The reversible smoke and sear cast-iron grates, and its own patented fold-away warming and smoking racks, add up to a total of 1050 square inches of cooking space – enough to cook up a feast for all your friends and family.

Masterbuilt's range of BBQs are the perfect way to get convenience and versatility nailed in one product. With the right tools, mastering the art of charcoal smoking is effortless.



The Masterbuilt Gravity Series comes in 3 sizes – 560, 800, 1500 with prices starting at £649

uk.masterbuilt.com

 **MASTERBUILT®**

Motorsport UK Medical Framework

Motorsport UK is developing a series of training and development interventions for Marshals, Officials and Motorsport Medics.

Motorsport UK Officials, Marshals, Doctors, Paramedics and Emergency Nurses are already recognised as being among the best in the motorsport world and we plan to provide even more support and training opportunities for them in the future.

The initiative will provide up-to-date training, education, and externally approved qualifications (where appropriate), ensuring that our safety and marshal teams are best prepared for the uniquely challenging conditions inherent within motorsport.

The first intervention will see a refresh of the First Marshal on Scene training materials, as well as an externally

recognised First Aid qualification (with motorsport additions) and higher level qualifications for Rescue / Recovery Crew members.

As part of Marshals' and Officials' training, Motorsport UK has partnered with the Resuscitation Council UK and will be offering The Resuscitation Council UK's CPR training tool, Lifesaver. This is an interactive module where you learn how to use an AED and CPR, essential skills to save a life.

Following a significant survey to over 900 Doctors, Paramedics, Emergency Nurses, licensed Rescue & Recovery Unit personnel, we have identified relevant qualifications that meet the requirements of these groups. Consequently, Motorsport UK will soon become an awarding body, able to deliver the regulated and nationally recognised First Response Emergency

Care programme; initially level 3 will be offered, with the option to provide level 4 in the future.

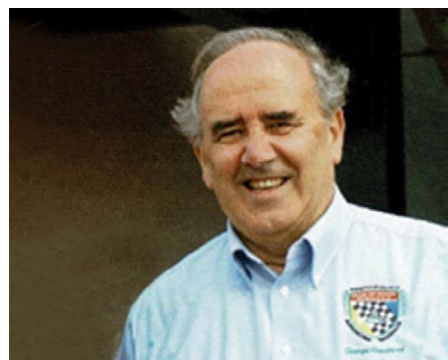
The costs associated with these qualifications are significant, and by becoming an approved centre we will be able to offer them at considerably reduced rates compared to the usual commercial costs. Further information about the courses, dates and costs will be provided later this year when the approval process has been completed.

Finally, we will be hosting a seminar in January for Motorsport UK registered Doctors, Paramedics and Emergency Nurses; further information about this will be sent directly to those concerned in the coming weeks.



Motorsport UK wants to increase support for its Marshals, Officials and Motorsport Medics

GEORGE COPELAND



It is with the deepest sorrow that I must announce the passing of my fellow Vice-President, George Copeland. George succumbed to cancer that he had been fighting for many years. He died peacefully with his family around him.

George joined the Marshals Club in 1970 and quickly took on the role of Newsletter editor for South Mids. A few years later he assumed the position of Regional Chairman, which he held until 1978 when he retired from the committee to concentrate on his growing business concerns.

Less than two years later George was asked to look at the club's books – which he did and was almost immediately co-opted onto National Council as Treasurer. To say his Scottish upbringing was seen in abundance is an understatement – for 35 years he ruled our finances with an iron hand and was the lead in persuading the MSA and others to help fund our training. Until then, this had been financed purely from the Marshal Club funds!

I always enjoyed Council meetings when George had a pet item he wanted sorting

– there was no let up until it was sorted, and there were many heated discussions with other members of Council.

In 1999 I had resigned from Council, but it was at a Snetterton race meeting where I was MSA Steward and George was one of the clerks, that we spent the whole weekend talking BMRMC business and George ended by persuading me to take on the role of National Chairman. We then developed an interesting relationship – at times very heated, since it was a Yorkshireman versus a Scot, and we both had our ideas as to how the club should develop.

Not long after this the first signs of George's illness started to make themselves known, but George took his usual stance – "The bugger is not going to beat me!". He coped stoically – always being positive whenever we spoke.

The Marshals Club owes George an enormous debt of gratitude – without his financial acumen the club would have gone broke many years ago and would probably not exist today. George had the club at the forefront of his thoughts every time we met and did everything he possibly could to ensure its continuing success.

Among his achievements were:

- He marshalled at 27 British Grand Prix
- Was part of the team at the inaugural Dubai Grand Prix in 1981
- As an international Clerk of the Course licence holder George clerked at all the GP circuits in Europe as well as

the Philippines and China. He also did small amount of Stewarding in the United States of America.

- He was Race Director with the Radical Sports Cars in Europe.
- He was a member of ABMRC representing BMMC.

"George was highly instrumental in getting me an 'in' to the Association of British Motor Racing Clubs and subsequently to me becoming Chair. He was always fighting for Marshals and against any perceived or real injustices against them. I shall miss him and his regular extensive and informative emails a great deal."

Hugo Holder of the CSCC

A major achievement was the publication of his book *50 years of motorsport marshalling*, a celebration of the 50th anniversary of the BMMC. Copies are still available, and it is a very good read!



George was proud of being a member of the club, proud of his involvement in Motorsport at National and International level, and very proud of being made a Vice-President of BMMC when he retired from National Council.

June and his family have lost a great father and grandfather. The club has lost an irreplaceable champion.

Chris Hobson,
BMMC Vice-President



DAVE EDWARDS

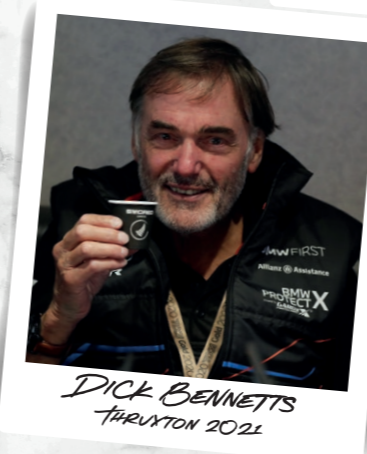
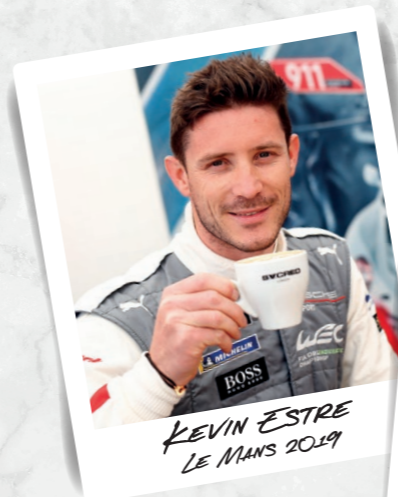
It is with great sadness we report that Dave Edwards has passed away peacefully after a short illness. Dave and his wife Maggie, also a Scrutineer, were stalwarts of events, not just in the Southwest but all around the country, for over 45 years. For many of those years Dave was Chief Scrutineer at Castle Combe, as well as taking on roles at the British Grand Prix and Goodwood.

He will be sadly missed by his fellow Scrutineers and the whole of the Motorsport community.

Castle Combe Racing Club

sacredpod.com

SACRED
GOURMET TEA & COFFEE



SPECIAL OFFER
20% Off
& Free Shipping
Use code: **MUK2022**
at check out
T&Cs: Minimum spend £35;
valid in the UK only



PORSCHE
CARRERA CUP
GREAT BRITAIN

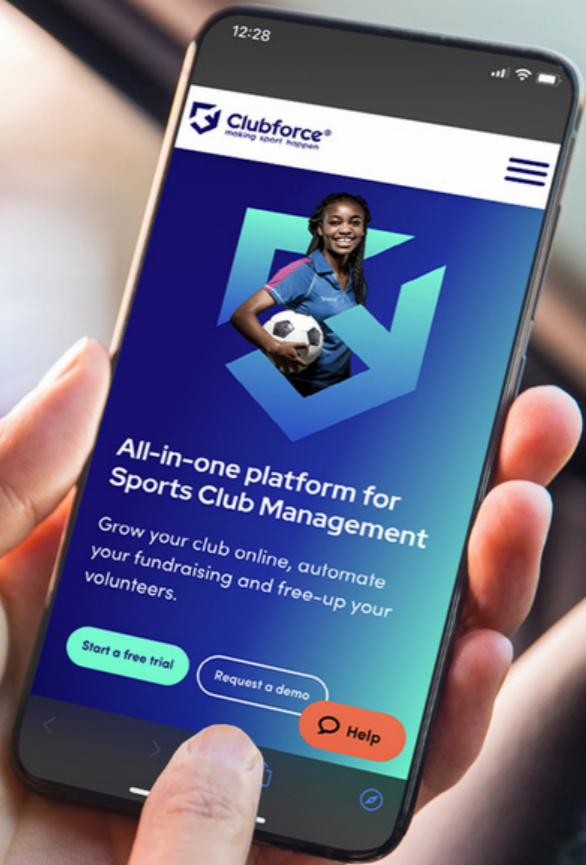
PORSCHE
MOBIL 1
SUPERCUP

PORSCHE
MOTORSPORT
GT TEAM

WSTR



Proud to Partner



FOLLOW US
@WeAreClubforce



AUTOMATE • FUNDRAISE • PROMOTE

All-in-one platform for memberships, fundraising, communications and reports

- Membership Management
- Online Fundraising
- Promotion & Ticket Sales
- Real-time Reports
- Clubforce App
- Website

House of Sport
190 Great Dover St
London SE1 4YB

simon@clubforce.com

+44 20 45790281

*subject to booking fee & t&c's



EUROPE'S PREMIER RALLY CAR SHOW!

Featuring hundreds of rally display cars on show with non-stop rally car action on the track and rally field. Plus a HUGE trade village, rally feature stage, special guests and star interviews and much much more... ..and much more!

Adult Admission from **£18.00*** // Under 17's go **FREE!**

Track time from just **£30.00** // Club tickets available!



www.rallyday.com

01249 782 417 // castlecombecircuit.co.uk
Castle Combe Circuit, Castle Combe, Chippenham, Wiltshire, SN14 7EY

A Handy Capping System

'Handicapping' may seem like an archaic term from the past, but it still has a very active role in British, and international motorsport, reports Laurie Caddell

Think 'handicap' in motorsport and our minds revert to the first half of the 20th century when hundreds of manufacturers were producing cars in various shapes and forms and racing them to make (or break) their brands' reputations. As racing became more mainstream there was a need to equalise performance between the large and the small in a way that would not confuse the spectators who were becoming attracted to races in ever larger numbers.

Having different classes was one way forwards, but in horse-racing a handicapping system of carrying extra (lead) weight had been working quite nicely for a very long while. The plan, mused the motorsport organisers, would be to formulate a strategy where every car would get to the finish line at the same time.

A History of Handicapping

The most obvious way was to evaluate a car's performance, or potential performance, and calculate a time for a race and then give it a head start over a potentially faster car. Therefore, the slowest car would start first and the fastest

last, and this would make exciting viewing for the crowd, to see the dog chase the hare, until hopefully, they met for the first time at the chequered flag!

At Brooklands where space was not at a premium, race organisers set up different lanes for the JCC International Trophy Races. The smaller and slower cars were able to drive around the regular circuit, while their larger and faster brethren were forced to wind through an additional tight 's' bend, marked out by temporary wooden fencing, each time they completed a lap. As *Motor Sport* magazine declared after the 1938 event: 'This race is always one of the most pleasant on the Brooklands Calendar, because it is as easy to follow as a scratch race, yet the handicap channels allow large and small cars to compete on an equal footing... and enables an excellent view of the race to be had from the public enclosure on the Hill'.

For this to work as planned depended on the skill of the handicappers involved. So as usual it was the painstaking work, by the race officials and organisers that went on behind the scenes, that ultimately made for an exciting spectacle.

>>>>

Six Hours of Spa-Francorchamps. The LMGT Pro Pier Guidi / Calado Ferrari crossed the line 523 / 1000ths of a second ahead of the Christensen / Estre Porsche with the Molina / Fuocco Ferrari some 723/1000ths behind second place

BIRKETT 6 HOUR RELAY 2021 HANDICAPS				165.89	166.85	184.81					
ISSUE: 1 Friday 22nd October, 2021				from tab MI AC							
No	TEAM	CREDIT LAPS	LIMIT LAPS	corrected laps	RACE LAPS	LAPS	Ave lap time	Cars in team	pit stops	extra stops	delay:mins
1	THE 3 AMIGOS 3.0	34		130.77	130.77	131.14	164.71	3	2	2	1
2	HOT HATCH	29		136.58	136.58	137.92	156.61	4	7	7	3.5
3	ARK RACING	43		121.95	121.95	122.81	175.88	3	5	5	2.5
4	DARKSIDE SEATSPORT TDI	27		137.76	137.76	138.73	155.70	6	5	5	2.5
5	ALFA RACERS	28		137.33	137.33	138.29	156.20	6	5	5	2.5
6	BMWCCR STRAIGHT 6	32		132.78	132.78	133.33	162.00	4	3	3	1.5
7	SIX SEVENS	25		140.04	140.04	141.02	153.17	4	5	5	2.5
8	CO-ORDSPORT CSCC TIN TOPS	25		139.90	139.90	141.27	152.90	6	7	7	3.5
9	TRACK ATTACKERS	34		131.18	131.18	132.47	163.06	4	7	7	3.5
10	RUN BABY RUN	23		142.30	142.30	144.10	149.89	5	9	9	4.5
11	FUEL SHORTAGE 2021	33		132.39	132.39	133.32	162.02	3	5	5	2.5
12	PREPILAY RACING TEAM	23		142.50	142.50	143.50	150.53	4	5	5	2.5
13	DARKSIDE DEVELOPMENTS	24		140.77	140.77	141.76	152.37	6	5	5	2.5
14	THE RELAY-ISTIC ROCKSTAR RACERS	20		144.83	144.83	145.84	148.11	5	5	5	2.5
15	CAP TEAM SW ENGINEERING	34		131.19	131.19	132.11	163.50	3	5	5	2.5
16	TEAM 348	44		120.96	120.96	121.47	177.82	3	3	3	1.5
17	MOSTLY RUSTY 2 SEATERS	36		129.50	129.50	130.40	165.04	4	5	5	2.5
18	MRS MANSELL'S MISFITS	35		130.19	130.19	131.47	164.30	6	7	7	3.5
19	MINI KIEVS	31		134.03	134.03	134.97	160.04	4	5	5	2.5
20	AIM MOTORSPORT	18		146.71	146.71	147.74	146.20	3	5	5	2.5
21	BILLY BOYS	22		143.45	143.45	144.45	149.53	3	5	5	2.5
22	S1 WINIFREDS SCHOOL CHOIR	14		151.34	151.34	152.40	141.73	5	5	5	2.5
23	AUTOBAR TECHWELL	49		116.39	116.39	116.88	184.81	4	3	3	1.5

Calculations for each entry's individual handicap

Le Mans

Using different terminology, handicapping is widely used in motorsport across the world, and Le Mans provides some excellent examples.

The classic 24 hour race is very much an event with intrinsic handicapping today. Back in 1926 the organisers introduced a class that would favour the more efficient racers rather than the outright fastest. This was the Index of Performance (IoP) whereby distances covered were divided by a set distance based on the capacity of each car, a system that evolved along with the race.

For example, in 1970 the Index was:

4400 (C-200/C+150) where C is the engine capacity in cubic centimetres

In the early years the Index seemed to work well. While the inaugural 'Index' was won by a 2-litre OM 665SS Superba, in 1929, 1931 and 1932 the IoP was taken by the overall winners, the Bentley Speed Six of Wolf Barnato and Tim Birkin in '29, and then by the pairings of Tim Birkin and Earl Howe and Raymond Sommer and Luigi Chinetti in their 8C Alfa Romeos for the last two years. As the Index developed it began to favour smaller cars, and the esoteric French manufacturer Panhard won the IoP no fewer than 10 times between 1950 to 1962.

If the Index of Performance was a tricky one to get trackside spectators excited, from 1959 to 1990 the Le Mans organiser, Automobile Club de l'Ouest (ACO), came up with an Index of Thermal Efficiency (IoTE) which started off with the very simple formula of:

$$P+200 + V + (V-100) \text{ squared} + (V-140) \text{ cubed}$$

$$200 \ 16 \ 500 \ 12000$$

All the above divided by E, where:

P = weight in kilogrammes including oil, water, and spares but no fuel

V = the race average of the car in kph

E = energy in litres of fuel per 100km

Unsurprisingly, perhaps, it was another doughty Panhard that first triumphed in the IoTE in the inaugural year, but by 1967 it was the Ford Mk IV of Dan Gurney and A J Foyt that won both the IoTE and the race overall, with Jo Siffert and Hans Hermann in the fifth place overall Porsche 907/6 taking the IoP honours.

Although that meant there were different winners through the Le Mans results sheets, and consequent joy for the victorious 'Index' teams, drivers and manufacturers, the

“Handicapping has always been part of the club’s DNA both in the smaller events we hold around the country and the famous Birkett 6 Hour Relay at Silverstone, which has been running since 1951”

750 Motorclub

subcategories had little impact on the enjoyment of the racing for the fans.

In recent years at Le Sarthe, and in world sports-car racing in general, a sophisticated FIA handicapping system has been in place for the four classes of the Championship: Hypercars, LMP2, LMGTE Pro and LMGTE Am. And this covers both cars and drivers. For the recently introduced – and soon to be booming – Hypercar Balance of Performance (BoP) category, the system has been tailored specifically for the potential of these extraordinarily powerful cars.

One of the most innovative solutions is the use of torque meters, allowing for better control of the powertrain parameters on track. These sensors, resistant to electromagnetic field and heat, are implemented onto the driveshafts of the cars to measure and limit the BoP-allocated power. This recently developed technology is also effective in limiting development costs, according to the FIA.

Meanwhile, in the LMGT Pro class, adjustments to the BoP during the season are made automatically after certain rounds, according to evaluation criteria defined and agreed by all parties before the start of the season.

A calculation tool allows the targets for balancing the different car models to be met, without human interpretation or decision-making, using mathematical formulas based on the quantified, specific, measured data obtained during each race.

The following modifications may be applied:

- Minimum weight of the car
- Engine air restrictor and boost pressure ratio
- Fuel tank capacity
- Plus any other technical modification that the WEC Committee may deem necessary

From the Blue Book

Handicapper

G. 29.11. A Handicapper is a person licensed by Motorsport UK responsible for the assessment of handicaps to be applied to a Competition.

Handicapping

Q. 12.7. Any handicap will be based on the Handicapper's estimate of the potential performance of the cars entered.

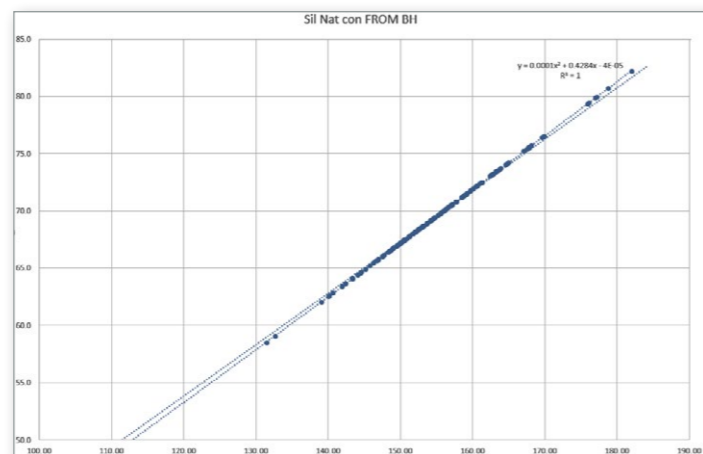
Speeds achieved during practice will be used as a guide – unless some other basis is advised in SRs.

Q. 12.7.1. A handicap may be modified after initial publication, but a finalised list of handicaps should be published at least 30 minutes prior to the start of a race.

Q. 12.7.2. In the case of races in which the handicap is wholly or partly based on practice times, a driver who in any lap improves upon his best practice lap time by more than 5% may be disqualified by the Clerk of the Course. This penalty may be waived if the Handicapper advises the Clerk of the Course of any extenuating circumstances.

Q. 12.7.3. For handicap races the handicap shall be so arranged by the allocation of credit laps that all cars will have left the starting area before the limit car has completed its first lap.

Cars due to start at different times should not be placed in the same row on the starting grid.



The equation shown is the mathematical expression of the trendline, which can then be used to calculate estimated laptimes at Silverstone National based on accurate times from Brands Hatch

Back in the early days it didn't always work out quite the way it was intended. For instance, at the 1928 Ulster TT on the 13.5 mile Ards circuit, which saw Kaye Don triumph in his supercharged 1500cc Lea Francis Hyper S, he had a one-lap (13.5-mile) head start over the 3-litre cars, while the 4.5-litre

Bentleys started a further lap (27 miles) in arrears before their 'off' in the 410-mile event. If that wasn't a big enough handicap, the 1500cc class cars (which were light on their tyres anyway) were allowed to carry two spare wheels, while the bigger classes had only one. In the end Don's debut victory for Lea Francis saw Hugh Mason in his 3-litre Austro Daimler some nine minutes adrift at the end, while Tim Birkin in his Bentley was a further four minutes in arrears after six gruelling hours.

By all accounts that TT was a cracking race, however the art of handicapping was improving, by July 1952 at Goodwood for the BARC Handicap meeting, Roy Salvadori was triumphant in his Jaguar XK120 but with only six seconds covering the top four, including an 8-litre Bentley and a Frazer Nash Le Mans Replica Mk II.

750 Motor Club



Handicapper Giles Groombridge is proud to continue this traditional role

Does it work in the real world? At this year's Six Hours of Spa-Francorchamps, the LMGT Pro Pier Guidi / Calado Ferrari crossed the line 523 / 1000ths of a second ahead of the Christensen / Estre Porsche with the Molina / Fuocco Ferrari some 723/1000ths behind the German car. One can imagine the Brooklands handicappers of the early 20th Century looking down from on high and applauding that (close finish) result!

Similar strict rules apply for both cars and drivers (rated in Platinum, Gold, Silver, and Bronze) in most forms of sports-car racing, where the first mentioned are senior race winners or factory professionals and the last two categories are mostly for amateurs. In those, driver age is also a consideration as well as experience.

Closer to home – the BTCC

The British Touring Car Championship ran a success ballast-based handicap system for many seasons up until this year, where winners were 'awarded' extra weight for the next race. Now the cars feature a Cosworth Hybrid Energy Management System (HEM) that features a push-to-pass facility, that has around an extra 40bhp, for up to 15 seconds per lap.

The system is designed to limit the amount of deployment time in qualifying, and the number of laps in each race, to the most successful drivers.

In qualifying, the system provides extra boost for a specified number of seconds each lap, based on a drivers' Championship position after the first event (see chart).

As is now customary with the BTCC, the work behind the scenes creates the sort of close racing that spectators relish.

In 2021, the last year of success ballast, there were 36 drivers in the series of whom 12 won races and 18 stood on the podium. At the time of writing there have been 31 drivers in the first year of hybrid BTCC, and we have had 10 different winners and 16 who have tasted podium success.

Back at Grass Roots

Gethin Rees, Chair of the Timekeeping Advisory Group at Motorsport UK, noted at the last meeting of the Volunteer Officials' Committee that a lack of handicappers within the sport could lead to the role dying out.

Gethin said: "We are talking about handicapping at grass-roots level where the Vintage Sports Car Club and the 750 Motor Club run many meetings where handicapping is essential in keeping an even playing field for the many competitors.

POSITION	QUALIFYING HYBRID SECONDS / LAP	RACE	
		LAPS WITHOUT HYBRID	
		LESS THAN 17 LAPS	MORE THAN 17 LAPS
1	0	10	15
2	1.5	9	13
3	3	8	11
4	4.5	7	9
5	6	6	7
6	7.5	5	5
7	9	4	4
8	10.5	3	3
9	12	2	2
10	13.5	1	1
11+	15	0	0

Hybrid boost allowances for BTCC racers is a way to manage handicaps with modern technology

BT



Success ballast bolted on to a BTCC winner

"We have 10 registered handicappers who ply their trade vocationally where the performance of each car or team is monitored so that time penalties are applied at the start to ensure close finishes.

The sport needs more handicappers, and we are proud that Giles Groombridge of the 750 Motor Club has risen to the challenge to help keep the discipline alive and well!"

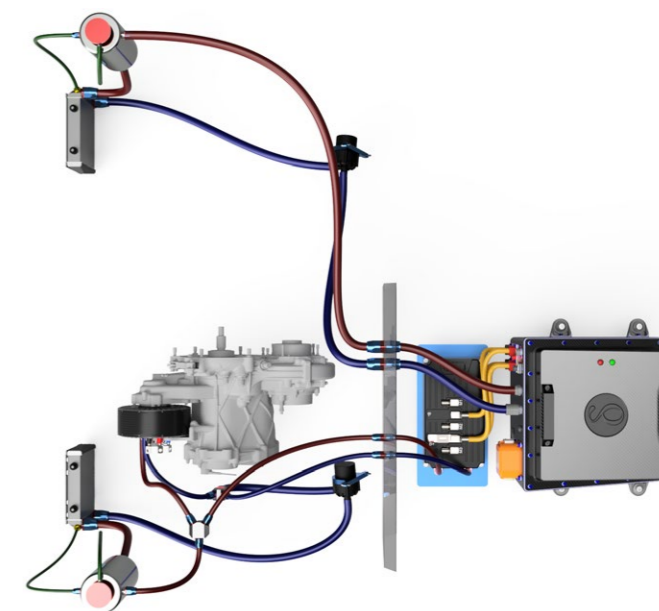
Giles Groombridge has been Competitions Manager at the 750 Motor Club for just over a decade now and says he is proud to be carrying the torch for the club's successful handicapping record.

"Handicapping has always been part of the club's DNA both in the smaller events we hold around the country and the famous Birkett 6 Hour Relay at Silverstone, which has been running since 1951, just a year less than the British Grand Prix..." says Groombridge.

The 'Birkett' has had its share of stars in its ranks, not least Graham Hill who was part of the Speedwell Stable of victorious Austin A35s in the Handicap class in 1958, while one Gerry Marshall in his Viva GT took handicap honours with his Viva Drivers Club colleagues in 1969.

Other notable Birkett racers over the years include Jim Clark, Frank Gardner, Innes Ireland, Stephen South, Richard Attwood, Mike Wilds, Win Percy, and Frank Sytner... It is a long and distinguished list.

Giles learned his trade alongside VSCC's Chief Handicapper Colin Ayre. "My main motivation was to safeguard the discipline for the future, and hopefully encourage other eventually to follow in my footsteps. Our big event is the Birkett where we can have upwards of 70 teams competing. We have plenty of competition information on most of them



In the BTCC, Hybrid technology has replaced ballast to bring handicapping in to the 21st century

before the event so it is all about analysing spread sheets of data so we can then work out their best laps, normally to plus or minus three seconds. We then check teams again after qualifying so we can then work out start times, and we now have it down to a fine art."

"If we don't have base information at Silverstone, we can look at the team's performances from Snetterton, for example, and that will give us a baseline to work from. We then estimate how many laps a car will probably cover over the six hours of the race and give cars credit laps of between 1 and 36. Although, once, we had a team in a Smart Car and they were given 40 credit laps!

"It all seems to work pretty well and if, for example, we get one car which appears to be performing beyond what we think it should, we call a team member in and explain that we will be adjusting their handicaps, and they usually understand.

"We have conversion charts and info for all tracks in the country and we can take particular delight from a 15-minute event at Oulton Park earlier this year where we had the top 10 finishers covered by around 10 seconds. That means we got it right."

So, what makes a good handicapper? According to Giles it is a dedicated person who has a penchant for spreadsheet modelling with statistical analysis. And was there a part of Mr Groombridge's education that helped in this? 'I studied economics with statistics, but I also love motorsport so it all melds together pretty well!' 🌀



From Motorsports teams and tracks to competitions and events, our team is a well-established market leader

Entertainment of all types is a foundation of our business, from 100 years of Hollywood to over 25 years of Motorsport. We are committed to supporting the Motorsport sector through innovative insurance partnerships to support all aspects of the Motorsport industry including live events, contingency and manufacturing Insurances.

www.agcs.allianz.com



demon tweeks

THE WINNING CHOICE FOR MOTORSPORT EQUIPMENT

No matter if you're racing, rallying or karting we've got everything you need! Here at Demon Tweeks we have huge stocks available for next day delivery!



RACEWEAR AND HELMETS



AIR FILTERS



WHEELS & TYRES



LIMITED SLIP DIFFERENTIALS



SIM RACING



BRAKING



STEERING WHEELS



SUSPENSION



OIL AND FLUIDS



KARTWEAR AND PROTECTION



RACE FUEL



SEATS & HARNESSES



EXTINGUISHERS



CHASSIS SETUP EQUIPMENT



INSTRUMENTS

www.demon-tweeks.com

75 Ash Road South, Wrexham Ind. Estate, Wrexham, North Wales, LL13 9UG

SALES ORDER LINE 01978 664466



Meet the Officials' Pathway

With a combined motorsport experience of nearly 100 years, this team is here to help and support Motorsport UK volunteers within the sport

The primary role of the team is to ensure that each volunteer and Licensed Official is competent in their roles and able to deliver a safe, fair, and fun motorsport environment for all. It is a broad scope and covers the non-competing members of Motorsport UK – all licensed and unlicensed officials – Marshals, Scrutineers, Stewards, Rescue and Recovery, Timekeepers, Clerks of the Course, Club Officials and more.

The Officials' Pathway Team also supports the recruitment, recognition, and retention of volunteer Officials as well as ensuring that our volunteers are competent to perform their duties and help keep the sport safe and fair. This is achieved through the provision of learning and development opportunities, which are delivered by a network of volunteer Motorsport UK Trainers or by Motorsport UK themselves via face-to-face workshops or their online learning platform, the Learning Hub. The team provides 'customer service' through its response to queries and concerns that any of the volunteers might have relating to their roles.

Adding these up brings in some big numbers – there are around 4,000 Licensed Officials in the UK, 10,000 registered

marshals, plus there is a currently unregistered contingent of volunteer Officials and Marshals which is estimated at a further 10,000 personnel.

Setting standards

To provide consistency and parity across events, Motorsport UK provides training and development interventions to ensure each volunteer is adequately prepared to carry out the role that they have chosen.

Licensed Officials have a set development pathway, from a trainee through to international level, and the Officials Pathway Team provide the materials and background support, along with the framework and stage-by-stage assessment, needed.

Each trainee Official has a development-based workbook with modules covering both knowledge, understanding and practical competencies that need to be met and signed-off as they progress. With senior licensed Officials acting in a mentoring role, trainees can participate and accumulate first-hand experience on events that then counts towards their individual progression.

>>>>>

Meet the Officials' Pathway Team

The Officials Pathway Team is here to support the volunteers that make motorsport safe, fair, and fun.



Sue Sanders
Director of Learning and Development



James Betchley
Officials Pathway Manager



Sam Walker
Training Officer



Sue Fletcher
Volunteer Development Officer



The Marshals Pathway follows a similar course, with Marshals undertaking various training modules and gaining on-event experience to allow them to progress to the next marshalling grade. The basis of these grades is reflected in three stages of ‘learning’, ‘doing’ and ‘leading’.

Each volunteer role is different, and the support that the Motorsport UK Officials Pathway team provides is tailored accordingly. For licensed officials, such as a Clerks of the Course or Scrutineers, all trainees have a mentor that they can turn to and learn from. In turn, the Officials Pathway team are there to guide and support the mentors and ensure that the correct processes are followed in terms of the training and subsequent competence that the sport requires.

For unlicensed officials, the team work closely with the Club and Community Development Team to ensure that the right guidance and support is made available for those that are carrying out Club-nominated roles such as Event Secretary and Event Steward.

The team roles

Sue Fletcher is the Volunteer Development Officer, and she is responsible, primarily, for the marshals. She handles queries and upgrade requests.

Fletcher has been active as a motorsport volunteer for over 12 years – as a Race Marshal, Rally Marshal, Speed Marshal, and is a licensed Scrutineer. She also has Rescue training and experience.

“Through my years of marshalling” adds Fletcher, “I have made lots of contacts and am a familiar face to fellow marshals, Clerks, Motorsport UK Stewards (and Event Stewards), Rescue Crew, Scrutineers, and Timing people. In this last year I have

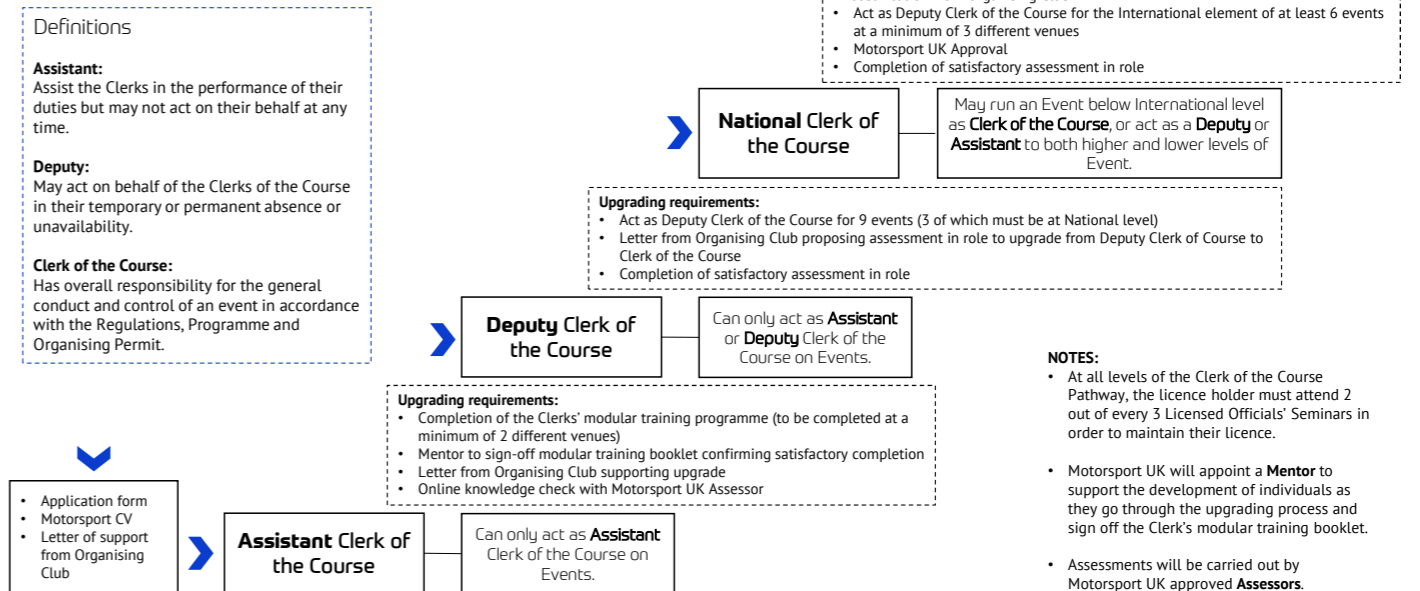
marshalled or scrutineered at 15 different circuits / venues plus rally stages. Previously I have been lucky enough to be awarded the British Hillclimb Championship Marshal Shield twice, and won the Midland Hillclimb Marshal Championship, as well as coming in the top ten every year until it ended.

“After my Husband died in February 2017, it was the motorsport ‘family’ who supported me. Mick was race engineer for Pilbeam Racing Designs, and I met him at Prescott Hillclimb, a month after I started marshalling.

“In 2022 I have been (or will be) marshalling in the paddock for Goodwood Members Meeting and The Goodwood Revival, and scrutineering Goodwood Festival of Speed, The British Formula 1 Grand Prix, Formula E-Prix London and Silverstone Classic, plus many weekends of marshalling and scrutineering at others, including Trucks and BTCC for BARC, Masters Historic, GT World Challenge, KA 24-hour and British GTs for MSVR, and HSCC meetings across the country, plus many club meetings, trials, auto tests and various rallies.

“Marshalling was something that I had always wanted to do since a teenager. But growing up on the Devon / Cornwall borders I never knew how to. It was only after my father died in 2009 that I took myself off to spectate at Le Mans (it was somewhere that he had been twice and loved) that I saw female marshals on post, and this gave me the impetus to look online on how to become a marshal. I treated myself to the British Formula 1 Grand Prix as well and spotted the email address for the Marshals’ contact at Silverstone, emailed her and got myself onto a taster day the following month. At the time I did not realise how addictive marshalling is, how it would take over my life, find me a husband and best friend, and certainly never dreamed that I would be able to combine the two of working

Clerk of the Course Pathway
(Circuit Racing)



for the governing body during the week and volunteering as a marshal or as an official at weekends. But it works well, as I am available to answer questions from marshals, and the officials come and find me if they need to double-check something; I think it is very important to let people know who their contact is at Motorsport UK, and that I do understand what it is like to stand out in all weathers as I do it too!

“I can also appreciate what it is like to marshal at a circuit which is some distance away from any others and having to visit other circuits to get more experience of different events and to gain upgrades. I have been doing my best to point people in the right direction if they are unsure of who to contact.

“I have been able to visit venues in my role as Volunteer Development Officer. I attended a Hillclimb last month and was at the marshals’ barbeque on the Saturday evening to answer questions, and then did flag and whistle on the hill on the Sunday. I recently spent the weekend on a post at Croft. I was a flag marshal on the Saturday – it felt good to use my flags that I had bought myself which had been made by a fellow marshal in 2019. On the Sunday I helped mentor a marshal, on his fourth day, with his flagging. I spent the mornings prior to the meeting answering questions and looking at Personal Record Cards (PRC) and helping marshals with their upgrades. It was lovely, as several marshals whom I had been in contact with, thanked me in person. Even if I am not there in my official role, but marshalling for my own enjoyment, I may still be lucky enough for Chief Marshals to introduce me at Marshals Briefing, and have marshals say that it is a good and useful thing for me to do.

“I try to give something back to all those marshals, officials and clubs who have supported me through all my marshalling and officiating, and to be their voice from the track or forest here at Motorsport UK”.

Sam Walker is the Training Officer, and he is responsible for the development and delivery of training programmes and resources. An Assistant Clerk of the Course himself, he joined the team in May 2022. Passionate about Sprints and Hill Climbs, Sam has marshalled on events, competed, and more recently joined the ranks of officials. He became a Chief Marshal at 19 and was active on the Marshals Advisory Group which contributed to the review of the Marshals Pathway in early 2022.



James Betchley working on his rescue training at Donington Park



Sue Fletcher working as a scrutineer with the HSCC

“On the outside,” says Walker, “there is this misconception of Motorsport UK as a policing body, removed from the real-world of the sport. Now I am here, I have realised that any changes that are made have a reasoning behind them, with a structured assessment and process, and are made for the long-term benefit of the sport.

“There was even a perception that Motorsport UK would not employ staff with a motorsport background,” he adds, “but that is just not true. All the Officials Pathway Team members are active motorsport people. We are out there doing the sport.”

“We all want the best for the volunteers and the sport,” adds Walker. “Once people realise that the team here are as equally empathetic with the struggles and difficulties that a Motorsport UK volunteer can experience, and that we know the pain and frustration they might be feeling, it makes it easier for them to trust us, and to realise that we are on the same team”.

The team is managed by James Betchley who joined Motorsport UK back in 2007.

Within the wider Motorsport UK, Betchley liaises with the Sporting Team, responding to issues raised, and then applying a solution to create the desired outcome, with either the Officials Pathway or the Marshals Pathway Officers.

His role is to evaluate the Officials Pathways as products and services, and to find ways to improve and develop them, ensuring they are constantly fit for purpose. He is responsible for the creation of new training programmes and the support materials to back them up. These include webinars, online assessment modules and real-world practical evaluations. Betchley then works with both Fletcher and Walker to finesse the logistics and application of this training to the volunteers.

“We have short, medium, and long-term goals,” notes Betchley. “Much of what we do is reacting to what is happening in the sport – identifying the development and training needs and then applying that to the Pathways.”

Revisions to volunteer training is subject to comprehensive consultation processes, and this takes time.

Motorsport UK has many Advisory Groups and Committees that feed into the consultation process and these groups represent all of the different areas of the sport and offer a Motorsport UK members’ voice that the Officials Pathway Team heed. The Committees and Advisory Groups make suggestions and proposals for regulatory changes, and they also provide feedback and a sense-check on the concepts that the team raise when preparing updates for evaluation. This channel, or conduit, exists within the organisation to allow information to flow back and forth and to create rational responses to needs and changes.



Sue Fletcher has over 12 years’ experience as a marshal and scrutineer

Betchley is currently partaking in training to become a Rescue Official and is therefore experiencing his own product on the outside, while broadening his own skills as a motorsport volunteer.

“I realise that, for many volunteers, this is a way of life,” confirms Betchley. “Volunteering is their family, their community, their friends. We have to be very careful when we are making decisions that can affect that.”

Sue Sanders is Director of Learning and Development at Motorsport UK and has oversight of the Pathways team. She too has an active interest in motorsport, having started volunteering in 1976, and now continues to volunteer as an Event Steward, Safety Delegate, and Deputy Clerk of the Course. She was also Deputy Clerk of the Course and Event Safety Coordinator for Wales Rally GB for over 20 years.

The Officials Pathway team does not create a product to be sold or marketed, but rather its work can be seen in the volunteers that support UK motorsport weekend after weekend. “The fact that Motorsport UK marshals and officials are well regarded around the world, as some of the best and most-highly trained volunteers” adds Betchley, “means that we, as a team, are doing a good job.”

“We have been asked,” reveals Sanders, “over the last 11 years, to help train volunteers in over 50 countries.”

Out on events

With an active team participating and volunteering alongside their Motorsport UK roles, there are inevitably crossovers from work to play, and back again. Mostly though, these are a positive for both the professional and volunteer sides of the coin.

“Now that I have been part of this team for a few months I have found that I am more able to help answer questions raised while on events,” adds Walker. “People prefer to speak



Sue Sanders has been Deputy Clerk of the Course and Event Safety Coordinator for Wales Rally GB

with someone they recognise or know. Working in motorsport full time, and participating in it at weekends, I could not ask for more.”

“It can be a challenge,” adds Sanders, “when you are out on an event, and you just want to enjoy it and have fun. It is almost impossible to keep the roles separate.”

“It’s a fine balance”, notes Walker, “of giving people the airtime and respect when they want to get something off their chest. It is important to acknowledge what they have said, and that it has been noted for feedback. Equally, if you are there as an Official, you still have to run the meeting and continue to look after the Competitors, Marshals, and other Officials.”

“Sometimes,” adds Betchley, “it is good that we can be there to help dispel any myths that might be gaining traction on social media or other outlets. We can quash them straight away and explain how things really are, or how they should be dealt with.”

The future of volunteering

Not content with managing the status quo, the Officials Pathway Team is now responding to an increased pace of change within motorsport – covering new technology, protocols, health and safety and insurance among others. One aspect that is often asked is ‘where are the new volunteers going to come from?’

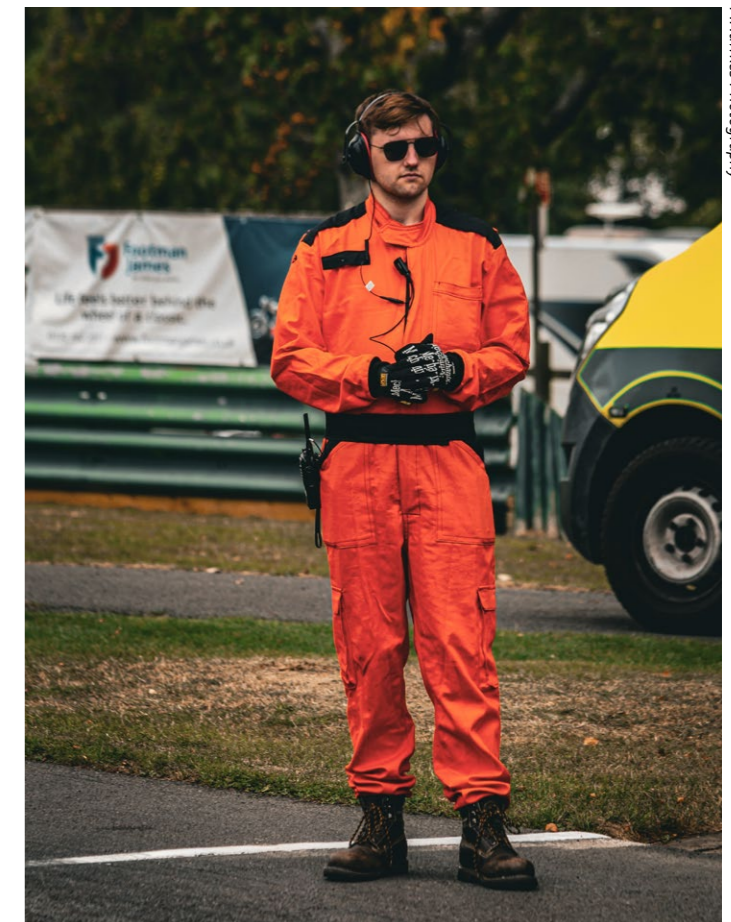
The team is aware that Cadet Marshals (aged 11-16) have not previously had a structured environment in which to develop, and this is being reviewed. “It is important that we get a pathway in place for them”, says Betchley, “so we can encourage them to get involved and give them some transferable skills that marshals are known for – which are useful for college or university applications.”

To build on this, Walker has created a Cadet Marshal task force consisting of active motorsport people with either an education background, experience of working with young people outside motorsport, parents, or an active Club that already has some support for Cadet Marshals in place.

Still in its early phase of development, when released, this Cadet Marshal Pathway will allow Clubs and venues which currently do not have any structured support for under-18 volunteers, to offer a recognised and supported environment for them to grow and develop within the sport. It is hoped that such a programme will also improve the retention of young people within motorsport, thus creating a strong foundation for the future.

The good news is that the multiple campaigns running to boost the number of volunteers in motorsport is working. In the last 12 months there have been over 1,500 new, first-time Marshal registrations.

“Our role”, says Sanders, “is to provide our volunteers with easy access to become a Registered Marshal or Official. Then we can provide them with the knowledge and the skills, the competence, and the confidence, so that when they volunteer, they can enjoy it knowing that they are doing the right job.”



Sam Walker on marshal duty at Prescott Hill Climb

FREE Eye Test*



SAVE 10%

on laser eye and lens surgery[^]

SAVE 10%

on complete glasses, sunglasses and contact lenses⁺

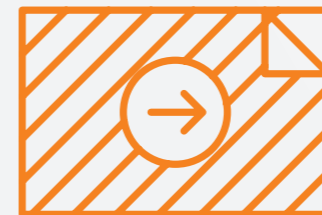
Visit [opticalexpress.co.uk](https://www.opticalexpress.co.uk)

OpticalExpress

ROADFLASH

Hazard Awareness. Accident Prevention.

Revolutionising road safety with innovative products;
designed and developed with you and other
road users in mind.



Be visible with the
Hazard Awareness Wrap



Be seen and heard with the
Multipurpose Safety Torch

The perfect safety companions

USE CODE **Motorsport50** FOR AN
EXCLUSIVE 50% MEMBERS DISCOUNT

TO ORDER VISIT: [WWW.ROADFLASH.CO.UK](https://www.roadflash.co.uk)



07968147217



hello@roadflash.co.uk

To qualify for these offers, Motorsport UK Members must present proof of eligibility in clinic, such as membership card or proof of membership. Offers are valid at Optical Express clinic only. *Free Essential eye test worth £50 can be redeemed once every two years. Members may upgrade to an Essential Plus eye test and pay an upgrade fee of £50. *To claim 10% discount on corrective eye surgery, the offer must be presented along with proof of eligibility at the Member's initial free consultation appointment. Offer is not available to anyone who has booked surgery prior to being eligible for this offer. Treatment is subject to clinical suitability as determined at time of consultation. Minimum laser eye surgery value is £5,000 or more after discount has been applied. Minimum lens replacement or cataract surgery value is £5,000 or more after discount has been applied. Offer only valid with bilateral lens replacement surgery. Toric lens and phakic IOL surgery are excluded from this offer. *Member discounts do not apply to online purchases and direct debit contact lens sales. Discounts cannot be used in conjunction with any other promotion, offer or discount available to the general public. Offers cannot be redeemed for a cash alternative. Optical Express reserves the right to amend this offer. Offer valid until 31st December 2021. Over 18s and UK only.



Derek Warwick's Superstox car at Matchams Park, Hampshire, in his championship winning year, 1973



Derek Warwick made 147 F1 starts and achieved four podium finishes between 1981 and 1993, racing for Toleman, Renault, Brabham, Arrows, Lotus, and Footwork. He was a member of the famous Silk Cut Jaguar team at Le Mans and won the 24-Hour event with Peugeot in 1992, when he became Sportscar World Champion. In 1998, he also took a race victory at Knockhill in the British Touring Car Championship.

Event: Superstox World Championship, Wimbledon

Date: 1973

Car: Formula 2 Superstox

When I was in my late teens, I was working with my father and my uncle Stan running Warwick trailers, an agricultural trailer business. That was my life. We loved motorsport but we didn't have a lot of money, so we did short oval racing in F2 Superstox. I call them sprint cars, midget cars – otherwise most people have no idea what they are – but they're not really because we had a bumper front and back and it got a bit aggressive now and again!

All three of us had cars and generally raced them together – which was quite interesting! I would prep them most of the time because my father and my uncle didn't always want to work on them, and I wanted to make sure their interest was always kept! My uncle Stan built the engines – MGB 1800s with Weber carburettors – and he spent a bit of money on them. We raced on quarter or third-of-a-mile oval tracks all over the country including Wimbledon, Walthamstow, Aldershot, Kings Lynn, Ipswich, Yarmouth, Ringwood and even Scotland.

It was obvious from an early age that maybe I was pretty quick. I had won the English, British and European Championships and this was the big one, the world finals at Wimbledon. Leading up to it, I was top of the points, I was favourite, but I hit a bit of a lean period. The car had a misfire, and we spent a couple of weeks before Uncle Stan eventually cured it. The day before the finals, we needed to give it another run so dad spoke to the local police and they blocked off a lay-by on the A31 between Alresford and Winchester so I could drive the Superstox up and down at top revs to check the valves!

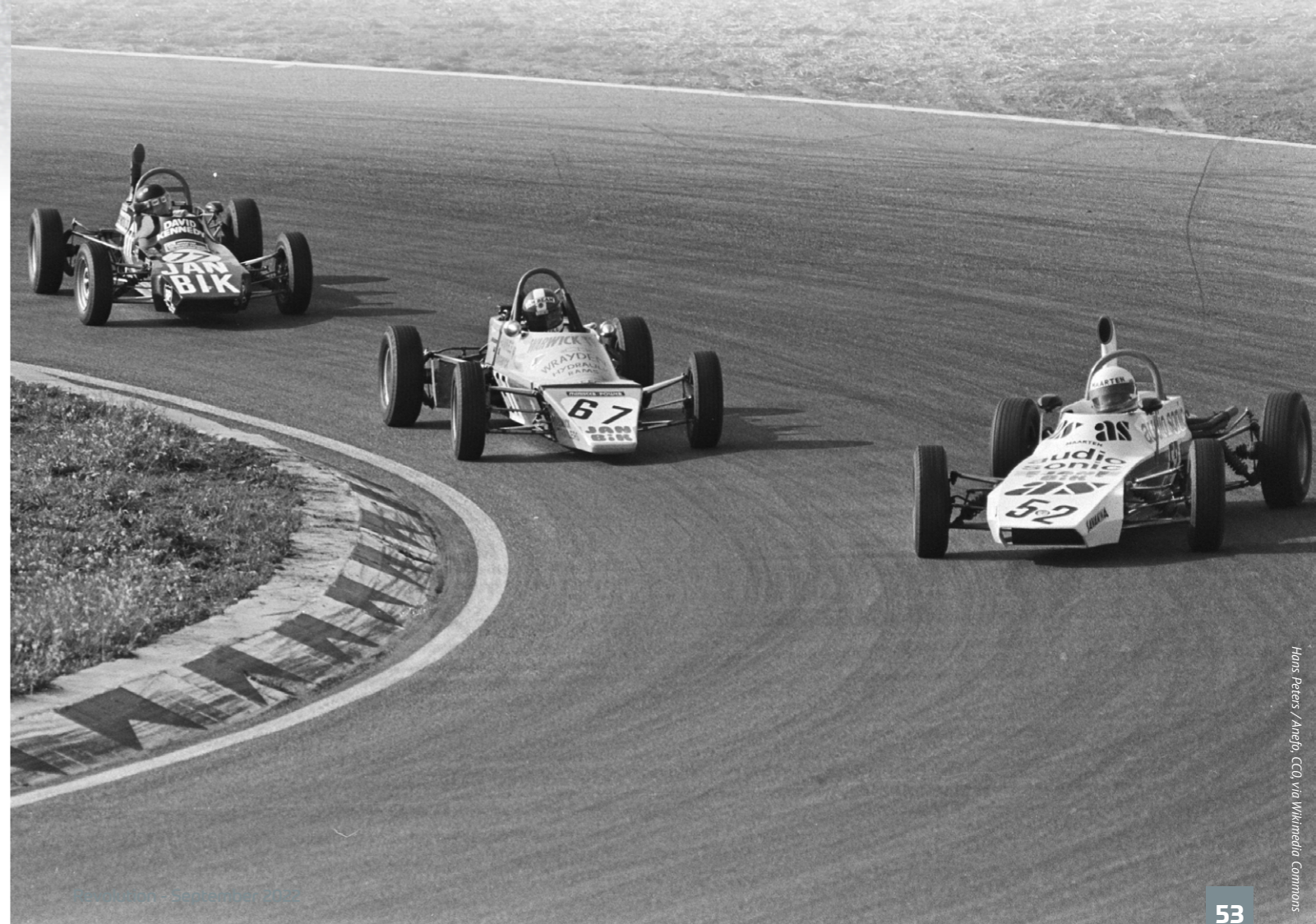
In those days, although dog racing was massive, they could never fill the stadium, but we filled the stadium. There were 10,000 people there and the atmosphere was unbelievable. The starting positions were drawn out of a hat – which I thought was a bit of a mockery – but I was drawn in

front of my father. My uncle wasn't racing; he was in the grandstands with all my family. Dad was really quick at the time, and we still weren't really sure about my engine, so I agreed to block everybody, let dad go and give him a good chance of winning the race.

About five or six laps in, I was getting hit all over the shop by the two cars behind me and dad still wasn't leading. So, I decided to let go because that strategy was not going to work. And the car just flew! It was unbelievable. I caught him up within a lap and a half, pushed him to one side and went through. I led for the last 15 laps with two of the kings of our sport, Dave Pierce, and Tony May, right behind me. It was a close finish, the three of us went over the line almost together and I was one of the youngest ever world champions.

>>>>

Racing in Formula Ford at Zandvoort



Dad had been running fourth or fifth with a few laps to go but he pulled off into the centre green, because he could see on the big scoreboard that I was leading, and he couldn't drive anymore because he wanted to watch! The noise, the celebrations, it was just on another level. Because it was a boyhood dream. It might not be big in a Formula 1 world, but it was big for us at the time and the emotion from the crowd, my family, still makes me shiver just thinking about it!

You have to remember; we were tough boys. We were in a rough and tumble sport that often ended up with fights in the pits – not me, I was too small, so I left all the fighting to father and uncle! I got out the car after taking the chequered flag and my uncle Stan was running towards me, tears running down his face, crying his eyes out. That's the kind of moment it was. I remember he punched me in the shoulder with pure joy and knocked me arse-over-head!

After the race, we got the trophies and the laurels, put the car back up on the trailer and headed off to meet at a pub called the Running Horse in Alresford. We couldn't get back there quick enough because we wanted to celebrate – but on the way there we got stopped by the police! I remember saying 'you can do whatever you like, you are not going to spoil my night' and he asked me what it was about. I told him

and explained that we were going back to celebrate, rather than drink and celebrate then drive back. I think that hit a note with him, so he followed us for a bit then let us go. Once we were at the pub it was quite a night!


After that, we could have gone for another world championship, but we wanted another challenge. I used to watch Formula 1 because I loved anything with an engine and people like Jackie Stewart, Nikki Lauda, Joachim Rindt, those guys made such a big impression. But at the time, circuit racing and ultimately F1 was not even on our radar. It was always way, way in the clouds, never something that I could ever afford or thought I had the ability to get to.

My uncle Stan was a major person in my life because he was the one that was a bit of nutter, he pushed me further and further every time. He flew planes and helicopters out of Thruxton and in 1974 he watched a Formula Ford race there and came back full of excitement saying 'look, boy, we've got to go and watch it!' There was another race the next day, so we went and fell in love with it. Dad wouldn't go because he didn't want me to do anything else except Superstox and run the family business. That winter we went to the racing car show and ended up buying a Hawk and went Formula Ford racing in 1975.

We raced through 1975 and 76 off the back of a trailer, quite amateurish really, but we won the European Championship. We couldn't afford to move up to Formula 3, so our circuit racing was about to stop. We were flat out at Warwick trailers, but we had a request for six trailers for a customer in Saudi Arabia. First of all, we said no, we were too busy. Our salesman said we have to quote, or we will lose face. So, we ended up quoting maybe 10 times more than the standard price, we just didn't want the extra work. But we got the order.

So, dad, Stan and myself agreed to build these trailers after hours, at night. The days were long and hard, but we had enough money to do F3. We still didn't take ourselves very seriously, we were running a Chevron but midway through 1977 we bought a Ralt RT1 and got a brand new Toyota engine from the number one tuner in Italy, paid for by a friend, and I went from being a country bumpkin racing stock cars to a semi-professional racing driver. We were battling with Piquet, De Cesaris, all those guys. I won the Vandervell championship and Piquet won the BP. By this time BP had become a sponsor and they took me all the way to Formula 2 and Formula 1.

I could have picked out many, many Formula Ford wins in 1976 that were very special or some of the Formula 3, Formula 2 or Sportscar wins in the UK, so I am comparing this to a lot of other things I was fortunate enough to do. There was also my second place in the British Grand Prix in 1984 and passing Didier Pironi in 1982. They were all massive moments, but the one thing that really does still stick out in my mind is winning that world championship.

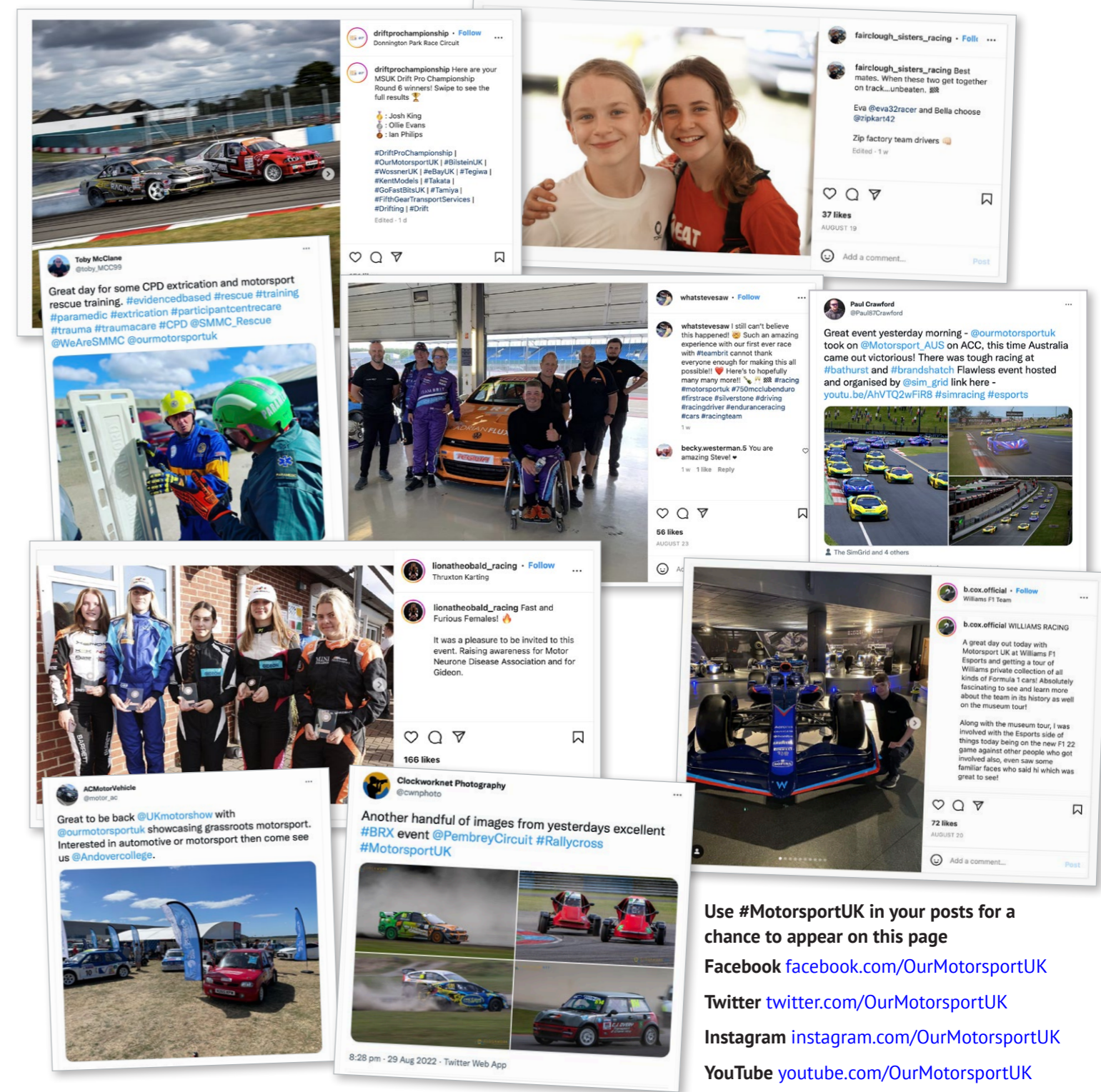
Looking back at how it all worked out, I think it showed me that you have to cling onto that dream because every now and again you get a lucky break and if you are ready mentally and physically, you can take that lucky break. I got a few lucky breaks in my life, and I was fortunate enough to turn them round and make them good. So, don't ever let go of that dream... 

Derek Warwick competed in the BTCC from 1995 to 1998, driving for Alfa Romeo and then Vauxhall



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



Use #MotorsportUK in your posts for a chance to appear on this page
 Facebook facebook.com/OurMotorsportUK
 Twitter twitter.com/OurMotorsportUK
 Instagram instagram.com/OurMotorsportUK
 YouTube youtube.com/OurMotorsportUK

 **MOTORSPORT UK ON YOUTUBE:**
 2022 British Rally Championship Round 5
 Highlights: Rali Ceredigion



“Torque the Talk”



Driver to Pit **Race Control** **Safety Teams**
Karting **Marshals** **Truck Racing**

Quality communication = time saved in practise = time saved in race

Analogue radios from £79
 Digital radios from £129
 Karting kits from £345
 Complete kits from £599

Accessories: antennas, headsets, harnesses, adapters and spare batteries.

Ofcom licence applications.

10% Online discount for Motorsport members using code:
MOTORSPORTUK10
 (valid until 31/05/2022)

www.intarace.com - info@intarace.com - tel: 01527 908 658



Witney Motor Club

The introduction of 'Midweek Motorsport' and a helping hand from the new StreetCar initiative have seen this grass roots club go from strength to strength

Life is busy these days. Whatever stage you are at, weekends can quickly get packed out with commitments, from taking children or grandchildren to sports events and clubs to welcoming friends not seen in years due to the recent pandemic. Even for the most avid of motorsport fanatics, racing can be hard to fit into the busy schedule.

That is why the Witney Motor Club has taken a different approach to putting on events. In a similar – albeit slightly smaller scale – approach to Sky Sports' invention of Monday Night Football at the dawn of the Premier League, two years ago this small local club moved its main motorsport events to the midweek. And numbers rapidly rose.

"The idea of the midweek events came about because of so many people having other commitments at weekends – family, social, work, as well as other competitions," explains the club's Chairman Jimmy Milligan. "The evening events start at around six and finish before nine. They have been great fun and gathered a lot of interest."

Focusing on Autotesting, which are events that people can take part in using their own road car, the club uses a local farmer's grass field that is no longer grazed. Competitors donate £5 per person to the Thames Valley Air Ambulance at the request of the landowners, and the club has raised £300 for the charity so far this year.

The regular Autotest events are run in Bicester, but the recent launch of StreetCar has enabled the club to reach out to a much wider audience. "By posting on the StreetCar Facebook page, we have expanded our catchment area," adds Milligan. "We have had competitors from as far as Wiltshire, Buckinghamshire, and Northamptonshire."

"We have been running the evening Autotests for the last two years, with a limit of 15 competitors per event to make sure they flow well. On certain events we can certainly fill that maximum and generally we average around nine per event. Whatever numbers you get, it's always fun."



Simon was on holiday in the area and saw a posting on StreetCar Facebook page and joined in with his everyday road car

"We have normally been a fairly small club, but when we put more events on, we started to attract more people! We do a lot on Facebook to encourage people to come along. It is difficult getting young people along unless they're second or third generation, but we have already definitely seen evidence that StreetCar can help with that."

Indeed, one of the club's latest competitors was on holiday in the area when he spotted a StreetCar post on his Facebook feed and went along. Another, who joined last year, just dropped in on a club event in a Witney car park at Christmas and went out to buy a competition car the next week. After two Mazda MX5s he now has a Ford Puma and is a regular Autosolo and Autotest competitor.

"For me, the club is all about inspiring people to join and get involved in motorsport," says Milligan. "If they come in and join us and find out they would like to do a different type of event that we don't cater for, we would encourage them to do an event with another club. They will remain members of our club,

but we understand that we don't put everything on. Collaboration between clubs is important."

The club was formed in October 1963 and has run a wide range of different events since its formation. Autotests are now its bread and butter, but its two other highlights on the calendar are a popular August Bank Holiday Autocross event and the long-running Witney Motor Show, which it runs on the first Thursday of July.

"Our Motor Show has just clocked up 56 years and is a popular event in Witney," says Milligan. "This year, we had Motorsport UK there with the StreetCar MINI, helping to show what fun you can have in an everyday road car. It is a well attended event and a great help in promoting our activities."

"The Autocross event is a full weekend – we were one of the first clubs to run two-day events in that discipline – held in a stubble field on the edge of Junction 10 of the M40. Access is very good, and we usually get around 40 competitors. We run a Clubman event as well as the ASWMC Championship round.





The Club's youngest competitor and third-generation member Leo Adderley taking part in the PCA

“People can camp for the weekend, so they come from all over the South of England, East Anglia, and the Home Counties. It's a great social event. Autocross people tend to know each other and are all friends – even though they are intensely competitive! Two of our members are doing the full championship, so we have attracted interest that way too.”

One key part of the open door policy is giving easy access to newcomers. To that end, the club has a car that people can borrow, while Milligan himself has a couple he lets people use if they are keen to try out an event without using their own road car or without fully committing to buy a dedicated competition vehicle.

The club has also embraced new technology to help make the paperwork side of things much slicker, making it even easier to invite people along and add them onto events.

Milligan adds: “If we have somebody come along to an event, we can get them signed on as they arrive.

“We had a couple of guys turn up recently after seeing a StreetCar post on Facebook. They came up from Basingstoke. One didn't have a license and one was not a member of the club but thanks to the technology we use we were able to organise both of those things at the time.

“We also use a timing app, and we can enter anyone straight away onto that, so they were competing within 20 minutes of arriving. By using the timing app, we are very quick going between cars, so that reduces the amount of hanging around, and has made events go much more smoothly with far less down time for participants.”

The future, then, is bright. But the club is keen to keep true to its values, and Milligan concludes: “We have

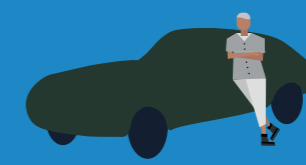
ambitions to use StreetCar to introduce newcomers to Autotesting and, if suitable venues become available, also Autosolos and Production Car Trials. But our aim is not to become a huge club, rather to remain a friendly, welcoming group delivering events our members enjoy.”



The StreetCar MINI dropped in at the Witney Motor Club Motor Show



Standard Cars



Classic Cars



Caravans



Vans



4x4s



Motorhomes & Campervans

Up to 15% off for Motorsport UK members!

Specialist Insurance Deals from Adrian Flux

See how we measure up, call us on **0344 381 7539** and you could get a cheaper quote compared to online

At Adrian Flux we have over 45 years experience tailoring insurance to suit your specific needs.

We can also offer cover for your modified car, imported car, performance car, kit car, American car, military vehicle, Mini, wheelchair adapted vehicle plus much more!

Ask our experienced staff about:

- ✓ Club member discounts
- ✓ Agreed valuations
- ✓ Limited mileage discounts
- ✓ Laid-up cover
- + Plus much more

Call our UK team on **0344 381 7539**



adrianflux.co.uk
Authorised & regulated by the Financial Conduct Authority

ADRIAN FLUX
Insurance for the individual

Drag car names

In drag racing, names rather than numbers are what identify the cars. Half a century ago, Commuter, Hounddog, Hustler, Motovation and Strip Duster were some of the quirky calling cards that caught the public eye. Today, while sponsorship often adorns vehicles' flanks, the naming tradition lives on. Here are six of the best.



U6LY Sister / Driver: Andy Bond

Andy Bond owns two immaculate 'shoebox' Chevrolet 210s: a primed, pristine '55 beauty, kept safely at home in Swindon, and this turbocharged '56 beast, which he lets loose on the track. The Topspeed Automotive Street Eliminator category requires cars to be taxed, insured and road-legal – so the distressed, barn-find appearance is all an illusion, designed and crafted by Neil Melliard.

Beneath the chassis, which was built by Martin Kerr at Tubeworks in Gloucester, ICE Automotive's twin-turbo, 665-cubic-inch / 10.9-litre Chevy V8 pumps out 2,400bhp. That has powered it to 6.805sec / 215.79mph quarter-mile bests – digest that next time you find yourself alongside U6LY on its way to the shops!

The number six replaced letter G in U6LY after the team clocked Europe's first 6-second pass by a car in full street-driven trim.

LUCKY DEVIL Pro Modified (Motorsport UK British Drag Racing Championship) / Driver: Wayne Nicholson

En route to a race in 2003, an articulated lorry ploughed at speed into Wayne Nicholson's motorhome and racecar trailer, crushing them against an army tank transporter. Nicholson's passengers were thrown clear and Nicholson himself was deemed lucky to survive – hence the name that now graces the 1963 Chevrolet Corvette-bodied replacement for the car destroyed in the crash.

The Yorkshire team's competition number was 777 – triple lucky digits – before the crash and remains so now.

The Corvette debuted in 2006, competing in Super Pro ET's handicap class before taking Pro Mod's heads-up challenge in 2008. Built by Webster Race Engineering, it packs a 521ci / 8.5ltr Brad Anderson billet V8, burning methanol boosted by the latest Troy Critchley / Hammer supercharger from the USA. Personal-best figures are 6.143sec and 234.96mph.

Nicholson finished third in 2021's Motorsport UK British Championship and has two runner-up places to his credit.



Cherry Bomb / Driver: Ada Cassisi

Junior Dragster / Driver: Ada Cassisi

This is the mount of 10 – yes TEN – year old Ada Cassisi, who has been a 'racetrack baby' since she was a toddler. The nickname has stayed, courtesy of her Auntie Shelley. A connection to the drag racing Coulsell family opened the door to the sport for Cassisi and her father, Steven, who teaches motorsport maintenance and repair at North Warwickshire and South Leicestershire College, and the car was passed on when Harley Coulsell outgrew it.

This is Cassisi's third season at the wheel of the machine, which is powered by a 231cc American-manufactured engine installed by college students. She finished 24th in 2021's championship and was awarded the Junior Stock Sportswoman trophy and the Anita Board trophy, named in memory of an Australian Junior racer killed in a track accident.

Cassisi now competes in Junior Modified, with its ET limit of 8.90sec over the 220-yard course, absorbing racecraft while enjoying the social side between runs.

Pro ET / Super Gas / Driver: Dave Cherrett

This may sound like the gore-laden product of a Jacobean playwright's quill pen, but the truth is simpler. Returning from a family lunch in 1999, Cherrett asked his eight-year-old nephew Stephen 'what name shall I give my new racecar?' and the young boy suggested 'Dark Avenger' after a cartoon figure of the time. However, Cherrett misheard and Dark Revenger was born!

The deep purple, 1929 Model A Ford-bodied sedan sports a naturally-aspirated, petrol-burning, 493ci / 8.0ltr Mopar V8 and became one of the most distinctive vehicles – nominally and visually – to traverse a UK quarter-mile. The pair are now driver and crewman, and although consistency and reliability are the watchwords for the classes in which they run, they did coax a 9.61sec/137mph career-best pass out of the car in 2020... impressive for a vehicle with the aerodynamic qualities of a brick.



DARK REVENGER / Driver: Dave Cherrett

Black Current 4

5

Santa Pod



VW Pro / Driver: Sam Young

The clue is in the spelling here: it is not fruit that gives this Beetle its juice; it is electricity! Black Current 4 is a brand-new machine that only debuted on-track this past May. Its predecessor, BC 3, was the quickest, fastest, full-bodied electric quarter-miler in the world until a crash retired it in 2017.

The Young brothers from Berkshire – designer Olly and driver Sam – were youthful 1990s drag racing spectators and Beetle fans with a family business background in industrial electronics. Hence, when they decided to go racing in 2004, it was with battery, not petrol,

power under the Volkswagen hood. Black Current 1 inched to 21sec / 53mph quarter-mile bests. BC 2 returned 14sec / 87mph timeslips. Then BC 3 shattered records, clocking 8.28sec at 159mph before a transmission problem caused the crash.

BC 4 is built on a Webster Race Engineering chassis with a stack of four axial flux motors transmitting the power. Expect the immaculate, black, Dale Edmunds-bodied Beetle to become a silent assassin in its chosen class.

Santa Pod

6



Pro ET / Driver: Marie Mills

After nine seasons tuning the clutch on the Undertaker nitro Funny Car and its predecessors, Marie Mills decided last year to give driving a try. So, she bought a little, mauve, T-bucket Altered from fellow racer Elaine Hancock, and then, generously supported by the Undertaker's owner / driver Steve Ashdown, set about trying to figure out the dial-ins for Pro ET eliminator (from 8.50 to 11.99sec), aided by Funny Car clutch assistant Grace Roaf.

The Altered, powered by a petrol-burning, 383ci / 6.2ltr small-block Chevrolet, is low-maintenance, unlike the Funny Car, but

the Funny only runs at selected events, and then only twice a day, so there is time to spare for the pair to get the hang of it. But there is one problem... the car needs a name.

To solve this, Santa Pod has put up a pair of tickets for its end-of-season spectacular, Flame & Thunder, for anyone who can dream up an appropriate name. (Dirty Birds was already suggested, as every surface gets coated in clutch dust – so other ideas are welcome).

Any suggestions for the 'Car with no name' should be emailed to pr@santapod.co.uk for a chance to claim those tickets!

Car with no name (yuet)



OFFICIAL PARTNER



YOUR SUIT. YOUR DESIGN. YOUR RACE.

AT HRX WE SPECIALISE IN BESPOKE, HANDMADE ITALIAN RACEWEAR. QUALITY, STYLE, PASSION AND FLAIR COME AS STANDARD!



FIA 8856-2018 SFI 3.3 approved

[@HRX_UK](https://twitter.com/HRX_UK) [@HRXUK](https://facebook.com/HRXUK) [@HRXUK](https://instagram.com/HRXUK)

HRXRACEWEAR.CO.UK

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 8th August 2022

Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris
J2022/07: Eligibility Appeal – James Alford

This is an Eligibility Appeal brought by James Alford, a competitor in the British Endurance Championship.

Alford competed in the round of the Championship held at Silverstone on 4th June this year. At the conclusion of his race his car, a Volkswagen Golf, was weighed by the Scrutineers, found to be underweight and a Non-compliance Report was submitted to the Clerk of the Course who, in turn, issued a decision disqualifying Alford from the results of the race. It is against that decision that Alford appeals.

Alford makes three claims. He maintains that:

The scrutineers were distracted by another competitor entering his “private post-race scrutineering session” such that scrutineering was not carried out correctly. The reading (of the weigh scales) was not accurate as he had weighed the car in the morning. He also adds, as an aside, that he believes the appropriate weight to be checked should be that of the car with the driver and not just the car itself. As his own weight is somewhat heavier than that of other competitors he is disadvantaged.

The Scrutineers submission states that:

Having weighed other cars which were found to be over their respective minimum weights, Alford’s car was weighed and found to be 18Kgs under the minimum declared weight.

The car was rolled off the scales and repositioned on the scales, the recorded weight once again being 18Kgs under the required minimum weight.

At Alford’s request the car was once again removed from the scales, repositioned back onto the scales and again

the recorded weight was under that required, albeit on this occasion by just 17Kgs. This (17Kgs) being the lesser weight, was the figure used for the Non-compliance Report. Whilst others, personnel from the previous race and drivers and Britcar staff retrieving data cards, were present in Parc Fermé, he did not see anyone from another team present during the weighing process. The weighing process of Alford’s car was carried out in the presence of the Britcar technical Co-ordinator who did not demur.

The Scrutineer produced a Calibration Certificate of Accuracy dated 2nd March 2022 for the Silverstone Circuit scales which were used.

The Court finds that there is little, if any, merit in this Appeal. There is no evidence to support the suggestion that the very experienced scrutineers were “distracted and failed to carry out scrutineering checks correctly”.

The fact, if such it be, that Alford’s car was weighed in the morning and found to comply, is irrelevant. It was not carried out officially by any member of the scrutineering team. The Championship Regulations refer to the weight of the car only, that is to say the weight of the car without the driver, and this is the weight which was measured.

The Court’s Decision is therefore that the Appeal fails, the Appeal fee shall be forfeit and the Appellant shall pay a contribution toward the costs of the Court in the sum of £500.

Tony Scott Andrews, Chairman
8th August 2022



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

For further information regarding the work of the Trust, and details of the available grant categories – including

guidelines on eligibility and how to apply – please see the Trust’s website at www.bmstt.org

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

Rod K Parkin, Chairman of the Trustees
British Motor Sports Training Trust
 Motorsport UK, Bicester, OX27 8FY
 The British Motor Sports Training Trust is a UK Registered Charity (No. 273828)

Sitting 8th August 2022

Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris
J2022/08: Eligibility Appeal – Paddock Motorsport

This is an Eligibility Appeal brought by Paddock Motorsport against the decision of the Clerk of the Course at Snetterton dated 12th June this year.

Paddock Motorsport is a competitor in the GT Cup and had entered a McLaren GT4 in the round of the Cup held at Donington Park on 12th June to be driven by Adam Hatfield.

At the conclusion of the car’s final race that day the car was subjected to a scrutineering check. The car was deemed to be running an “Engine Map outside factory homologated specification for GT4”. A Non-Compliance Report was duly filed and subsequently the Clerk issued a decision disqualifying Adam Hatfield, driver of car 25, from the results of the race. That is the decision the subject of this appeal.

The basis of the Report was that “Car 25 ECU MAP is different to all other McLaren GT4 cars with higher boost, higher fuel injected, increased throttle, better acceleration.” Three graphs were attached showing data from car 25, comparing it with data from cars 26 and 64, each from Race 4.

The Appellant makes the point that the fact their car’s data differs when overlaid with that of two other similar cars does not prove that their car does not conform to the homologated ECU maps. Further, the car is not homologated with maximum boost, maximum throttle opening, or maximum fuel injection time as stated in the Non-compliance Report.

In response, the Cup’s Technical Controller states that a competitor must run their car to their homologated Map as per the BOP which, in the case of the Appellant, is Map 2019. He refers to the three graphs attached to the Non-compliance report and identifies the power advantages gained by car 25. “These measurements were taken against cars 64, 65, 80 and 26.”

Reference is then made to the fact that if a car has a technical problem, it does not mean that it can run outside the homologation specification.

This latter comment doubtless relates to the fact that car 25 suffered problems in its previous race and gives rise to the possibility of the software compensating for the problem by increasing the normal settings.

The Appellant maintains that their car was running the correct map, Map MY2019, that it was operating within the parameters in that homologation. They accept that the car had problems in the previous race but state that all such problems were resolved before the start of Race 4. They say the hypothesis that the ECU was incorrectly calculating the power unit is not substantiated by any evidence and is, in fact contradicted in the Report prepared by McLaren.

That Report, prepared by Allen Collen, McLaren Automotive’s Customer Support Manager Motorsport and dated 7th July 2022, confirms that all sensors and parts replaced between race 3 and race 4 had 100 per cent resolved the issues experienced in race 3. The faults had been cleared after race 3 ahead of race 4.

It continues “Car 25 was running within the expected parameters of the Homologation Map MY2019 and no issues were found in the engine data after race 4. No faults were recorded in the race 4 data-therefore it would have been on the same calibration (MY2019) as the car presented for homologation.”

In view of all the above it would seem to the Court that although the Scrutineer in his final submission accepts that “the Appellant had not deliberately or intentionally increased the limit, the ECU by default has compensated to provide an advantage.”, there is no evidence before the Court to show that car 25 did have any problems in Race 4 for which any automatic compensation would have exceeded the permitted limits.

The Court is therefore left with a finding only that because car 25’s data traces differed from that of other similar cars, it must perforce be outside the regulations. The Court does not accept that such a comparison alone is sufficient or conclusive.

The Appeal is therefore allowed.

The Appeal fee is to be returned to the Appellant.

Car 25 is to be re-instated in the results.

Those amended results and any resultant points calculations are to be re-issued.

Tony Scott Andrews, Chairman
8th August 2022

Sitting 8th August 2022**Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris****J2022/09: Mini Challenge Trophy**

This Inquiry comes before the Court at the instigation of Motorsport UK.

It relates to the Mini Challenge Trophy and to effect of an examination and finding that a previously sealed component appeared to have been machined, contrary to the applicable technical Regulations.

Attending the Court are Louie Capozzoli (driver), Glen Copeland (Team Manager), Anthony Williams (On behalf of the Mini Challenge Trophy) and Dean Cornish (Louie Capozzoli's Stepfather)

Mr Jamie Champkin represents Motorsport UK.

The Court Orders that:

1. The case stand adjourned.
2. The competitor Louie Capozzoli to have fourteen days in which to produce to the Court further evidence, whether detailed technical drawings of acceptable provenance or physical examples, of the type of flywheel used in his own car, the subject of the eligibility check.
3. The original sealed flywheel be produced to the National Court.
4. Subject to compliance with the above directions this matter be re-listed for hearing.

**Tony Scott Andrews, Chairman
8th August 2022**

Sitting 9th August 2022**Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris****J2022/10: Andrew Newall**

This case comes before the Court as a Disciplinary matter. Mr Andrew Newall is summoned before the Court to answer allegations that he acted contrary to NCRs A.10.1.5 and C.1.1.4.

Mr Andrew Newall is represented by Stephen Flynn, Counsel and Rob Stewart of Clarion Solicitors.

Mr Jamie Champkin represents Motorsport UK.

It relates to an incident at Brands Hatch on 9th July 2022 when Andrew Newall was seen to damage the side of another team's van by "keying" it. This act was witnessed by someone who recognised Newall and advised an employee of the team to which the van belonged. The employee confronted Newall and suggested that if Newall agreed to pay for the damage, nothing further would be said. The following morning the employee went to see Newall again and confirmed the offer he had made and explained that if, Newall didn't accept that he had caused the damage, the employee, as the driver of the van, would doubtless be held responsible. Newall apparently said that the employee was not involved in the issues between himself and the owner of the van, Simon Hadfield, and he agreed to pay to correct the damage.

The matter had, however, come to the attention of the Stewards of the meeting with the result that enquiries were made and, as Newall was assisting a competitor that weekend, Newall was considered to be a member of that competitor's team. As a competitor is responsible for the actions of his team it was the competitor and not Newall who was penalised by a fine of £1,000. The matter was then referred to Motorsport UK.

Newall, through his Counsel accepts the offences alleged against him and offers his profound apologies to the Court and

to Hadfield for his actions that day. There are clearly issues between Newall, who holds a competition licence, and Hadfield, which seems to have arisen from an on track incident involving both of them when racing at Spa the previous October. This, together with other difficulties experienced by Newall, is said to have led to a sense of deep frustration and upon seeing Hadfield's van he quite irrationally vented his frustration by keying the van.

It was stressed that Newall had never done anything like this before, had accepted responsibility when challenged and that he had already agreed to pay the cost of repairing the van, presently put at £750, as well as reimbursing the competitor for whom he had been working that day the sum of £1,000.

The Court notes the many character references from those for whom Newall has worked and raced over many years and by whom he is obviously held in high regard.

The Court accepts that Newall acted very much out of character on this occasion, that he has accepted responsibility for his actions and has readily afforded financial compensation. Nonetheless, however out of character it may have been, the property of another was damaged without excuse.

Newall's licence will therefore be suspended for a period of six months, but that suspension will itself be suspended for the next twelve months.

Newall is ordered to make a contribution to the costs of this Court in the sum of £500.

**Tony Scott Andrews, Chairman
9th August 2022**

Sitting 9th August 2022**Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris****J2022/11: Derek Stanley**

This comes before the Court as a Disciplinary matter. Mr Derek Stanley is summoned before the Court to answer allegations that he is in breach of NCRs A.10.1.1, A.10.1.3, A.10.1.5, C.1.1.4 and G.17.3.

Mr Derek Stanley appears in person.

Motorsport UK is represented by their Disciplinary officer Mr Jamie Champkin.

This matter came to the attention of Motorsport UK as a result of concerns expressed by a very experienced female marshal about the conduct of a Clerk of the Course with whom she worked, the Clerk being Stanley.

Seeking further information and general advice about Drifting, she put a request on the Drift Pro Championship WhatsApp group for all to see. She was rather surprised to receive a private WhatsApp message from a number she didn't recognise but which had come from Stanley. It suggested that she might like to watch a YouTube video involving Drifting adding "but it's for men". The video in fact is unlikely to assist anyone seeking information about the art of drifting a car and can properly be described as an example of "upskirting".

There followed an exchange of messages in which Stanley made several personal observations about the marshal who, with great politeness and tolerance, sought to make it clear to Stanley that such comments, whilst doubtless intended to be complimentary, were unwelcome and should stop. Notwithstanding a clear wish that he desist, a further email was received using an unwelcome form of address and enquiring as to what she "would be up to at the weekend."

The recipient mentioned the matter to a colleague who was able to accurately guess who she was talking about. It became apparent that this situation had arisen before with officials from another club. Concern was also expressed as it was suggested that the Clerk in question may have interviewed young drivers in the absence of a responsible adult. It was at this point that it was felt necessary to bring the matter to the attention of Motorsport UK's Safeguarding Officer.

It was ascertained at that point that the reference to incidents with another Club involved complaints from three, women. Stanley's actions had caused such concern that Stanley had been informed by the club in June 2018 that his conduct,

particularly toward a female member of the club's race control team, would not be tolerated. Stanley had given an assurance that it would not happen again.

In respect of the above complaints, a similar assurance was given by Stanley to Motorsport UK in August 2020.

Stanley maintains that nothing he did was intended to be offensive and the Court accepts that. What is relevant, however, is not just the intention but also the unfortunate effect of his conduct upon others of which he was or should have been aware.

A Clerk of the Course is very much the face and representative of Motorsport UK at any event at which he or she officiates. For a male official to behave in such a way as to make female officials with whom he is working at an event feel uncomfortable in his presence is utterly unacceptable. To continue such unwanted attention by sending messages of dubious content is equally reprehensible.

To be clear, there is nothing to suggest that Stanley's conduct involved anything other than oral comments and messages. Nonetheless, Motorsport UK has a duty to protect and safeguard all those persons attending an event. Stanley's behaviour is considered to be unacceptable for a Motorsport UK official.

The Court therefore orders that each and every licence issued by Motorsport UK to Derek Stanley be withdrawn with immediate effect. No further licence is to be issued to Derek Stanley for a period of ten years from today's date.

One final matter remains. That is to offer the Court's gratitude to the marshal concerned for coming forward and bringing this matter to the attention of Motorsport UK. It is not an easy thing to do and without such selfless action it is simply not possible to prevent conduct such as that displayed by Stanley.

The marshal concerned is content for her identity to be disclosed. The Court, however, is concerned that this may not, in fact, assist her in carrying out her duties in the future and that the fact of disclosure may dissuade others experiencing similar conduct from coming forward. The Court therefore declines to name the marshal concerned.

**Tony Scott Andrews, Chairman
9th August 2022**

Sitting 9th August 2022

Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris

J2022/12: Rob Wheldon

This case comes before the Court as a Disciplinary matter.

Robert Andrew Wheldon is summoned to appear to answer two allegations.

First, that he failed to pay a fine in breach of NCR C.2.4.1. Secondly that, having been informed that his licence had been suspended as a result of the non-payment of the fine, he entered and participated in the Historic F2 race at Brands Hatch on 9th / 10th July this year, contrary to NCRs C.1.1.2(b) and H.3.1.2.

Before the Court are Mr Jamie Champkin, Disciplinary Officer for Motorsport UK and

Mr Wheldon who is represented by Mr Ben Langley, solicitor.

Mr Langley confirms that his client accepts both the allegations made against him and offers his client's apologies for those offences.

Mr Champkin advises the Court that Motorsport UK's records show that Wheldon was given notice on 8th April this year that his licence was suspended because he had not paid a Protest fee.

A similar notice suspending his licence was given on 31st May as he had not paid a fine.

Once again, another such notification was given on 15th June for non-payment of a fine.

The first two demands for payment had clearly been paid but

the third such, the subject of today's hearing, had not been paid until the day before this hearing.

Mr Langley explained that while the address to which such notices had been sent was indeed that of his client, Mr Wheldon had spent very few days there. His client was unaware of the latest notification suspending his licence when he entered and competed in the race at Brands Hatch. He explained the considerable commitment to motorsport made by his client, the result being that correspondence was not always brought to his attention in a timely fashion. His client would now, however, take steps to ensure that any such matters in the future would be dealt with.

The Decision of the Court is as follows:

1. Mr Wheldon shall pay a fine of two thousand pounds.
2. His licence shall be suspended for a period of twelve months.
3. That period of suspension will itself be suspended for a period of two years.
4. Mr Wheldon to make a contribution toward the costs of the Court in the sum of five hundred pounds.

Finally, the Court considers it appropriate in the circumstances of this case to remind Mr Wheldon of the time limit for payment of fines.

**Tony Scott Andrews, Chairman
9th August 2022**

Sitting 8th August 2022

Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris

J2022/13: Caterham Seven Championship 2022 – Donington Park 10 July 2022

This case comes before the National Court as an Inquiry instigated by Motorsport UK and relates to a round of the Caterham Seven Championship held at Donington on 10th July this year.

Present before the Court are Mr Ian Sparshott, his entrant Mr Derrick Rowe of DPR Motorsport and Mr Adrian Fawdington, Steward.

Mr Jamie Champkin appears for Motorsport UK.

The facts are that on approaching the final corner the car driven by Ian Sparshott was overtaken by that driven by one Barry Benham.

Benham's car failed to make the corner, went straight on at seemingly unabated speed, hit the tyre bund, flipped over, and made contact with Sparshott's car on the way down.

There was no contact between the cars going into the corner and nothing to suggest that Sparshott had any part in what happened other than subsequently expressing his gratitude for the structural integrity of his roll cage.

The Clerk of the Course considered the matter in the presence of Benham only, found it to be a racing incident and considered it appropriate to take no further action.

Although Sparshott had neither appeared in the Clerk's hearing nor taken any part in it, the Stewards heard an Appeal lodged by Sparshott's entrant, Derrick Rowe of DPR Motorsport. He contended that the Clerk's finding that it was a racing incident was wrong. He believed that some sanction should have been imposed in the interests of enforcing compliance with driving standards. As the Appeal was merely against Benham's sentence, or rather lack of it, and as he had not been involved,

Sparshott didn't attend before the Stewards and the Appeal was dealt with by Rowe. Benham obviously also attended, and the Stewards saw in-car footage from both cars' cameras.

At some point during that hearing the Stewards believed that Sparshott was as guilty as Benham and imposed the same penalty on each driver, that is to say, "two penalty points applied as a Formal Verbal Warning."

The matter came to the attention of Motorsport UK as there appeared to have been a failure to follow the normal judicial procedure and this Inquiry was duly ordered.

The Court has heard evidence today from both Sparshott and Rowe, from the Motorsport UK Steward of the Event and seen the same in-car recording as viewed by the Stewards.

The Court makes the following observations:-

1. The Stewards at no time considered it necessary to adjourn and ask Sparshott to attend their hearing.
2. The Stewards proceeded to impose a penalty against Sparshott (who was still present at the Event) without giving him any opportunity to be heard.
3. The Stewards written decision imposes the above-mentioned penalty but fails to give any indication at all as to the offence he was found to have committed.

Sitting 9th August 2022

Tony Scott Andrews (Chairman), Dennis Carter, Mike Harris

J2022/16: Jacob Baldry – DiSE Appeal

This is an appeal, requested by the parents of Jacob Baldry, who is just sixteen years of age, against the decision contained within the letter to Jacob from Katie Baldwin, the Motorsport UK's Competitors Pathway Manager, dated 17th June this year advising him that he had not been selected, Jacob having applied for a place on the Motorsport UK Academy, Enhanced DiSE Programme.

Jacob Baldry appears before the Court accompanied by his father, Mr. David Baldry

Motorsport UK is represented by Mr Jamie Champkin.

Having heard evidence given by Mr Baldry it seems that the basis of the Appeal to this Court is that Jacob has been racing in Karts for many years, having started in Bambinos, and most recently in the Junior Saloon Championship. It is thought that those against whom Jacob has raced successfully have been accepted onto the DiSE Programme whereas Jacob has not.

In response to the Court's Directions, the Court has before it the Motorsport UK Selection Policy together with details of the application itself. The documentation confers on Applicants the right to Appeal to this Court.

It appears from the information available to the Court that the

4. The Stewards imposed, or attempted to impose, two penalty points for a Verbal Warning. This is quite contrary to the particularly clear and specific regulation set out within the NCRs at C.2.1.7.

5. There is absolutely no evidence that Sparshott contributed in any way at all to Benham's accident.

6. The contention as stated to the Court today that "if one driver is guilty, so must be the other one" is utterly unsustainable and contrary to the most basic requirements of justice.

As to the specific matters which the Court is asked to consider:

1. The Court finds that competitor Ian Sparshott was not culpable of any breach of the National Competition Rules.
2. Ian Sparshott personally was not accorded the benefit of any semblance of normal judicial procedure.
3. The imposition of penalty points for the penalty imposed is, in itself, wrong and of no effect.

In view of the above the Court Orders that the said Stewards' decision against Sparshott be set aside.

**Tony Scott Andrews, Chairman
8th August 2022**

application was duly considered by the Selection Panel and that those persons who comprised the Panel were entirely appropriate and qualified to be on the Panel.

It appears also that the Panel considered in all cases factors that were relevant and which it should have considered.

The Court has no reason to suppose that due process was not followed, and the Appellant makes no complaint of it.

What this Court cannot do is assess and compare the merits of each and every application (of which there were in excess of forty.) The Court notes that the Panel felt that Jacob had submitted very little detail of his racing achievements such that more information was needed.

There is no doubt that Jacob has the ability to achieve good results and there is no reason why Jacob should not apply again for a place on the Programme, perhaps submitting a rather more detailed application.

In all the circumstances the Court wishes Jacob well in his quest for a career in motorsport, but the Appeal must fail.

The Court declines to make any Order for costs.

**Tony Scott Andrews, Chairman
9th August 2022**



StreetCar

Woolbridge Motor Club – Taster Trial

18th September, Dorset

The Woolbridge Motor Club car trials taster event is in its fifth year. It offers the opportunity for anybody over the age of 14 to come along and drive their own, or one of the club's loan cars, in a friendly, safe, coaching-style environment.

www.woolbridge.co.uk



StreetCar

Clwyd Vale Motor Club – AutoSOLO

2nd October, North Wales

Ruthin Farmers Market is the venue for the Clwyd Vale Motor Club's AutoSOLO. The event will comprise of four Tests with four rounds each. Ideal for newcomers to the sport, as well as seasoned competitors, the AutoSOLO always provides a great days fun.

www.cvmc.org.uk



KNC Groundworks Motorsport UK Scottish Rally Championship

10th September, Dumfries and Galloway, Scotland

The 48th Armstrong Galloway Hills Rally celebrates 22 years of devoted title sponsorship from Dumfries-based Construction and Renewables specialists, The Armstrong Group. The penultimate round of the KNC Groundworks Scottish Rally Championship is popular on both sides of the Irish Sea and attracts crews from across the water to tackle classic forest tests. The rally was the recipient of the 'Coogie Urquhart Quaich' for Best Scottish Rally Championship Event in 2021.

www.scottishrallychampionship.co.uk/events/galloway-hills-rally
<http://gallowayhillsrally.co.uk>



GB3 Championship

10th-11th September, Brands Hatch

The penultimate round of the season will be played out around Kent's famous Brands Hatch GP circuit, with plenty to play for as the season draws towards its close. Fortec MotorSports' Joel Granfors, Hitech GP's Luke Browning and Carlin's Callum Voisin are all in the mix.

www.gb-3.net



British Autotest Championship – Welham Autotest

11th September, Grove Street, Coventry

Part of this year's Coventry MotoFest. However Alastair won four of the six

POSTPONED



British GT Championship

10th-11th September, Brands Hatch

The championship returns to Britain for the penultimate round of the season at Brands Hatch after an overseas trip to Spa-Francorchamps in August. Ian Loggie, Michael Igoe and Phil Keen are likely to be some of the lead contenders in the GT3 category.

www.britishgt.com



Wera Tools British Kar Championships – ROTAX, Honda, KZ2

9th-11th September, Kimbolton

Kimbolton sees the final round of this year's KZ2 championship and the penultimate rounds of the Honda and Rotax championships. The Cambridgeshire venue, which has been in operation for more than 50 years, is both fast and technical and has high surrounding banking to give spectators a great view of the action.



ProTyre Motorsport UK Asphalt Rally Championship

18th September, Three Counties Showground, Malvern

The closed roads of Gloucestershire, Herefordshire and Worcestershire were highly praised when the Hills Ford 3 Shires Stages made its Protyre Motorsport UK Asphalt Rally Championship debut in 2021 – and the Cheltenham Motor Club-organised event will host the sixth and penultimate round of the 2022 series on Sunday 18 September.

www.hillsford.co.uk/news/three-shires-stages



JEP



British Rally Championship and the British Historic Rally Championship

23rd-24th September, Filey, North Yorkshire

Trackrod Rally Yorkshire offers the Motorsport UK British Rally Championship a traditional blast through some of the fastest forest stages in England. The Yorkshire tests include over 11 miles under the cover of darkness on the Friday night and could prove pivotal in the BRC title chases. Saturday houses the bulk of the mileage before a ceremonial finish on Filey seafront.

www.trackrodmotorclub.co.uk/blog/stage-is-set-for-2022-trackrod-rally-yorkshire

Wera Tools British Kart Championships – IAME, TKM, Bambino

23rd-25th September, PFI

The IAME Cadet, Junior X30 and Senior X30 classes and the TKM and Bambino championships will reach their conclusion as the final rounds are played out in Lincolnshire. The venue is regarded as the UK's premier karting facility and, with a length of almost 1.4km, it is the longest on the calendar.

www.britishkartchampionships.org



Bourne Photographic



British Superkart Championship

23rd-25th September, Donington Park, Leicestershire

The high-speed action of British Superkarts will hit the fast and flowing circuit of Donington Park for a double-header with the final round of the three-round season and the Grand Prix event. The Division One, F250, F450 and Formula 125 Open classes will all be in action.

www.britishsuperkart.org/events/donington-park

British Hillclimb Championship

24th-25th September, Loton Park

The British Hillclimb Championship presented by Avon Tyres visits Loton Park in Shropshire for the final round of an epic season. An intense battle between Wallace Menzies and Alex Summers has them separated by only a few points coming into the weekend.

www.hdlcc.com



Stuart Wing

Kim Broughton



SBD Motorsport UK HSA British Sprint Championship

24th-25th September, Blyton Park

This two-day event, run by Nottingham Sports Car Club, will see the title contenders pitch into battle on the Eastern circuit on the opening day, then the Outer circuit on day two. This year's championship is made up of 15 events, due to two cancellations, with three more remaining after this one.

www.nottinghamsportscarclub.co.uk/index.php

Motorsport UK British Drag Racing Championship – National Finals

24th-25th September, Santa Pod

The National Drag Racing Championship Finals weekend is one of Santa Pod's biggest events of the season, headlined by the wild 200mph Pro Mod doorslammers. More than 20 supporting classes will also be competing, including ACU Championship Drag Bikes, Junior Dragsters and many more.

www.santapod.co.uk/national-finals.ph



Scott Gray / Santa Pod

JEP



ROKiT F4 British Championship certified by FIA

23rd-25th September, Silverstone, Northamptonshire

The penultimate round of this hotly contested championship will take place around the National Circuit at Silverstone, with Alex Dunne and Oliver Gray likely to be the lead contenders. The simple circuit, which basically consists of three straights and three corners, offers plenty of chances for slipstream overtaking.

www.fiaformula4.com/events/silverstone

British Touring Car Championship

24th-25th September, Silverstone

The battle for the 2022 BTCC crown will continue at the Silverstone National Circuit in what is the penultimate round of the championship. This year is tight at the top, with Colin Turkington, Tom Ingram, Ash Sutton, Jake Hill and Josh Cook all in with a chance at the time of writing.

www.btcc.net



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

British Historic Rally Championship



Hometown hero Henri Grehan ensured his quest for the Fuchs Lubricants British Historic Rally Championship title remained firmly on track, by taking a thrilling maiden win at the Phil Price Memorial Woodpecker Rally. Next, the crews head to the penultimate round, Trackrod Rally Yorkshire, at the end of September.

Latest Championship Standings

1st	Henri Grehan	105 points
2nd	Nick Elliott	82 points
3rd	Robert Gough	71 points

Avon Tyres Motorsport UK British Hillclimb Championship



A topsy turvy rain affected day at Prescott saw Wallace Menzies creep closer to retaining his British Hillclimb Championship presented by Avon Tyres title. After dropped scores are taken into account, there are only a few points between Wallace and challenger Alex Summers, as they head into the final round at Loton Park in Shropshire on 24th September.

Latest Championship Standings

1st	Wallace Menzies	230 points
2nd	Alex Summers	225 points
3rd	Scott Moran	208 points

SBD Motorsport UK HSA British Sprint Championship



Terry Holmes and Stewart Robb took a win apiece at the Knockhill circuit round. Heavy rain during the morning turned to blue skies and drivers certainly made the most of the varying conditions. A podium apiece for Blackwell and Miles meant Blackwell was able to extend his championship lead.

Latest Championship Standings

1st	Graham Blackwell	408 points
2nd	Stephen Miles	403 points
3rd	Terry Holmes	399 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



The title remains wide open after Matthew Hirst and Declan Dear retired their Ford Fiesta R5+ on the Phil Price Memorial Woodpecker Stages. Bob Morgan remains second in the overall drivers' standings, while Bob Ceen moves up to third. Last year's Woodpecker winner Perry Gardener claimed maximum Welsh Championship points, the local Ludlow driver partnered this time by Jack Bowen in his Ford Fiesta R5+.

Latest Championship Standings

1st	Matthew Hirst	125 points
2nd	Bob Morgan	107 points
3rd	Bob Ceen	98 points

Motorsport UK English Rally Championship in association with SEACON UK



At the halfway stage, Richard Hill's Lancer EVO9 is a mere one point in front of Nick's Escort Mk2, with Ian Joel's Escort Cosworth and the Fiesta Rally2 of Stephen Petch in joint 3rd place, two points behind. With three rounds to go, and the best four scores to count, there is plenty more mileage in this one before the finale in early December. Next stop Filey for the Trackrod Forest Rally at the end of September.

Latest Championship Standings

1st	Richard Hill	71 points
2nd	Nick Dobson	70 points
3=	Ian Joel	68 points
3=	Stephen Petch	68 points

ROKiT F4 British Championship certified by FIA



Alex Dunne set a new record for most victories in a single season after triumphing from pole position in the final ROKiT F4 British Championship certified by FIA race of the weekend at Thruxton. This gave Dunne a clear lead in championship, with chief rival Ollie Gray (Carlin) finishing with a non-scoring in 12th place.

Latest Championship Standings

1st	Alex Dunne	271 points
2nd	Oliver Gray	230 points
3rd	Ugo Ugochukwu	179 points

British Rallycross Championship



Motorsport UK British Rallycross Championship 5 Nations Trophy points' leader Patrick O'Donovan made the Pembrey Circuit his own by winning the seventh and eighth round of the series at the Welsh circuit. Six-time champion Julian Godfrey kept his championship hopes alive with another podium finish in second, while O'Donovan's father Ollie took third.

Latest Championship Standings

1st	Patrick O'Donovan	163 points
2nd	Julian Godfrey	142 points
3rd	Derek Tohill	123 points

Kwik Fit British Touring Car Championship



Dan Cammish and Ash Sutton delivered for NAPA Racing UK at ultra-fast Thruxton circuit with a race victory apiece and a combined total of four podiums. Over the weekend Cammish finally achieved his long-awaited first win of the season with a faultless lights-to-flag drive.

Latest Championship Standings

1st	Colin Turkington	311 points
2nd	Ash Sutton	305 points
3rd	Tom Ingram	293 points

Protyre Motorsport UK Asphalt Rally Championship



Steve Wood has taken the lead of the Protyre Motorsport UK Asphalt Rally Championship, after a skilful performance on the Get Connected Rali Ceredigion. James Williams took maximum points on the Aberystwyth-based closed road event, becoming the first driver this year to score top marks more than once. However, third-placed was enough to give Wood the lead in the championship.

Latest Championship Standings

1st	Steve Wood	110 points
2nd	John Stone	103 points
3rd	Neil Roskell	101 points

Motorsport UK British Rally Championship



Welsh driver Osian Pryce ensured his quest for a maiden Motorsport UK British Rally Championship title remains firmly on track, by taking maximum points at the fifth round of the series, the Get Connected Rali Ceredigion. The Ceredigion lanes attracted thousands of fans to watch the action on the stages with a truly international feel to the event.

Latest Championship Standings

1st	Osian Pryce / Noel O'Sullivan	93 points
2nd	Keith Cronin / Mikie Galvin	86 points
3rd	James Williams / Dai Roberts	63 points

Wera Tools British Kart Championships

Kart Pix



Noah Wolfe

In the fourth round of the Honda and Rotax championships at Clay Pigeon in Dorset, Zip Factory racer Kenzo Craigie won the Honda Cadets, Laughlin Johnstone climbed through the field to take victory in the Micromax, and Noah Wolfe won from second on the grid in the Minimax, to move into the championship lead. In the Rotax classes, Brandon Carr took pole and victory in the Juniors, while Callum Bradshaw got the better of pole sitter Matthew Higgins to win the Seniors.

Latest Championship Standings

Honda Cadet			Junior Rotax		
1st Jarrett Clark	695 points		1st Brandon Carr	741 points	
2nd Kenzo Craigie	683 points		2nd Vinnie Phillips	704 points	
3rd Noah Barham	679 points		3rd Charlie Hart	649 points	
Minimax			Senior Rotax		
1st Noah Wolfe	739 points		1st Callum Bradshaw	723 points	
2nd Scott Marsh	737 points		2nd Kai Hunter	717 points	
3rd Sebastian Mins	694 points		3rd Guy Cunnington	673 points	



Chris Whitton



Gabriel Stilp

Whilton Mill hosted a busy event covering round five of the IAME, TKM and Bambino championships in mid-August. Riley Murro held off Ethan McClelland by a tenth of a second to win from pole in the Bambinos, with Kit Belofsky climbing five places to lead a Fusion Motorsport one-two in the IAME Cadets. Gabriel Stilp passed pole sitter Harry Burgoyne Jnr for victory in Junior X30s, and Sam Heading did the same to Gus Lawrence in the Senior X30s. In the TKMs, Tyla Harriss took victory in the Juniors, while Harvey Roffe won from pole in the Extreme category.

Latest Championship Standings

Bambino			Senior X30		
1st Riley Murro	387 points		1st Bart Harrison	892 points	
2nd= Chester Forkes	360 points		2nd Gus Lawrence	885 points	
2nd= Austin Oman	360 points		3rd Harry Platten	863 points	
IAME Cadet			Junior TKM		
1st Jesse Phillips	912 points		1st Leon Frost	507 points	
2nd Jenson Graham	882 points		2nd Olivia Jakins	461 points	
3rd Jorge Edgar	874 points		3rd Ollie Rands	443 points	
Junior X30			TKM Extreme		
1st Gabriel Stilp	938 points		1st Chris Whitton	506 points	
2nd Fionn McLaughlin	905 points		2nd Sam Johns	456 points	
3rd Harry Burgoyne Jnr	872 points		3rd Aaron Lask	451 points	



Riley Murro



In pursuit of
LASTING ADVENTURE

COTSWOLD outdoor X SNOW+ROCK

We're coming together to bring you more adventure than ever. We don't just share passion and expertise but also a duty to protect the outdoors. Together we walk, run, camp and ski but we can also learn, change and make a difference. We're here to find you the right kit and help you make it last, for adventure, for the planet.

15% discount in-store and online for Motorsport UK members.
Code: **AF-GBMOTOR-M1**
Expires 31.12.2022. T&Cs online.

Make the right choice with our experts.

Automotive Destination



Bicester Heritage
The Station Armoury, Building 123,
Buckingham Road, Bicester, OX26 5HA
Phone: 01869 327928
Email: hq@bicesterheritage.co.uk
www.bicesterheritage.co.uk

Automotive Destination



Bicester Motion
The Station Armoury, Building 123,
Buckingham Road, Bicester, OX26 5HA
Phone: 01869 327928
Email: hq@bicesteremotion.com
www.bicesteremotion.com

Batteries



DMS Technologies
Belbins Business Park,
Cupernham Lane, Romsey,
Hampshire, SO51 7JF
www.dmstech.co.uk

Data Logging



Racelogic – VBOX Motorsport
Unit 10, Swan Business Centre,
Osier Way, Buckingham,
Buckinghamshire, MK18 1TB
Phone: 01280 823803
www.vboxmotorsport.co.uk

Driver Training



Driver61
Get faster, more consistent and more
confident on the limit with Driver61's
on-track training programmes.
www.driver61.com

Engine Control Systems



BDN Automotive
Address: 51 Kossuth Lajos street,
Rabatottos, 9766, Hungary
Phone: +44 7367 196 589
+36 30 853 5383
www.bdn-automotive.com

Breakdown



RAC
Phone: 0330 159 8727
www.rac.co.uk/uk-join/motorsportuk

Carbon Repairs



Remas Composites
Unit 10 Everdon Park,
Heartlands Business Park,
Daventry, NN11 8YJ
Phone: 01327-871847
www.remascomposites.com

Circuits



Castle Combe Circuit
Chippenham,
Wiltshire, SN14 7EY
Phone: 01249 479881
www.castlecombecircuit.co.uk

Esports



iRacing
Motorsport UK members can
get a free three-month iRacing
subscription code to get up and
running in the world of Esports.
www.iracing.com

Experiences



Silverstone Interactive Museum
Silverstone Circuit, Towcester,
Northamptonshire, NN12 8TN
Phone: 03339 999886
www.silverstone-experience.co.uk

FHR Systems



SCHROTH Racing
www.schroth.com



Knockhill Racing Circuit
by Dunfermline,
Fife, KY12 9TF
Phone: 01383 723337
www.knockhill.com



Llandow Circuit
Llandow, Cowbridge,
Vale of Glamorgan, CF71 7PB
Phone: 01446 796460
www.llandow.com



Silverstone Circuit
Towcester,
Northamptonshire, NN12 8TN
Phone: 08443 750740
www.silverstone.co.uk

Finance



Classic & Sports Finance
Building B,
6 Kirtlington Business Centre,
Kirtlington, Oxfordshire, OX5 3JA
Phone: 01869 351512
www.financemotorsport.com

Fire Extinguishers



Fire Extinguisher Valve Co
Unit B3, Ford Airfield Industrial
Estate, Ford, Nr Arundel, West Sussex,
BN18 0HY
Phone: 01243 555566
www.f-e-v.co.uk



Lifeline Fire & Safety Systems Ltd
Falkland Close, Coventry,
Warwickshire, CV4 8AU
Phone: 02476 712999
www.lifeline-fire.co.uk

Coffee



SACRED Coffee
Unit 14 Highbury Studios,
8 Hornsey Street, London, N7 8EG
www.sacredPOD.com

Communications Equipment



Tower Communications
12 The Rampart, Haddenham,
Cambridgeshire, CB6 3ST
Phone: 01353 749859
www.towercomms.co.uk



IntaRace Radio Communications
Driver to pit radio kits, race receivers,
track marshal radios and headsets.
For all your communication needs:
Phone: 01527 908658
www.intarace.com



PD Extinguishers
Address: Revidge Fold,
Revidge Road, Blackburn,
Lancashire, BB1 8DJ
Phone: 01254954954
www.pdextinguishers.co.uk

Fuels



Anglo American Oil Company
58 Holton Road, Holton Heath
Trading Park, Poole, Dorset, BH16 6LT
Phone: 01929 551557
Email: info@aaoil.co.uk
www.aaoil.co.uk



www.vpracingfuels.com
UK distributors
Old Hall Performance
Phone: 02476 717100
Email: sales@oldhallperformance.com
www.oldhallperformance.com

Control Fuels



Anglo American Oil Company
58 Holton Road, Holton Heath
Trading Park, Poole, Dorset, BH16 6LT
Phone: 01929 551557
Email: info@aaoil.co.uk
www.aaoil.co.uk

Control Fuels



Haltermann Carless UK Ltd
Grove House, Guildford Road,
Leatherhead,
Surrey, KT22 9DF
Phone: 01372 360000
www.haltermann-carless.com

Control Systems



Moog
Ashchurch, Tewkesbury,
Gloucestershire, GL20 8NA
Phone: 01684 296600
www.moog.co.uk

Garage Equipment



Lista (UK) Ltd
14 Warren Yard, Warren Farm Office
Village, Wolverton Mill,
Milton Keynes, MK12 5NW
Phone: 01908 222333
www.lista.com

Helmets



Arai Helmets
Protecting champions for over 50
years. At the forefront of motorsport.
With hand built helmets for every
discipline; from karting to Formula 1.
www.whyarai.co.uk

Hotels



Bicester Hotel, Golf and Spa
Green Lane, Chesterton,
Bicester, Oxfordshire, OX26 1TH
Phone: 01869 241204
www.bicesterhotelgolfandspa.com

Instruments



ACES
26 Gainsborough Drive, Lawford,
Manningtree, Essex, CO11 2JU
Phone: 01206 395324
www.aceserve.co.uk



Aim Shop
Unit 8 Riverside, Campbell Road,
Stoke-On-Trent, Staffordshire,
ST4 4RJ
Phone: 01782 393843
www.aimshop.com

Insurance



Adrian Flux
Phone: 0333 696 9676
www.adrianflux.co.uk



Octane
Octane is the premium monthly
magazine celebrating over 100 years
of automotive design, from classic
Bentleys to the latest BMW.
subscribe.octane-magazine.com



WRC+
WRC+ All Live is the official video
platform of the FIA World Rally
Championship (WRC). Watch WRC
action like never before.
www.wrc.com

Medicals



D4 Drivers
Building 1, Charlesworth Court,
Hotspur Park, Knights Way,
Shrewsbury, Shropshire, SY1 3AB
Phone: 0300 3030 668
www.d4drivers.uk



Gallagher Motorsport
The Walbrook Building,
25 Walbrook, London, EC4N 8AW
Phone: 0800 138 7535
ajg.com/uk/motor-racing-insurance



Bluefin Sport
The Paragon, 32-36 Victoria Street,
Bristol, BS1 6BX
Phone: 0345 872 5060
Email: motorsport@bluefinsport.co.uk
www.bluefinsport.co.uk



Grove & Dean Motorsport Insurance
96 Market Place, Romford,
Essex, RM1 3ER
Phone: 01708 606768
www.grove-dean-motorsport.com

Motorsport Products



LMA Autoparts Ltd
The Green Barn, Antlands Lane
East, Shipley Bridge, Surrey, RH6 9TE
Phone: 01342 891877
www.lmaautoparts.com



SW Motorsports
Unit 3b, Talbot Rd, Leyland,
Lancashire, PR25 2ZF
Phone: 01772 378224
Email: info@swmotorsports.co.uk
www.swmotorsports.uk

Noise Measurement



Cirrus Research
Phone: 01723 891655
Email: sales@cirrusresearch.com
www.cirrusresearch.co.uk



Reis Motorsport
Unit 4 Wheatcroft Business Park,
Landmere Lane, Edwalton,
Nottinghamshire, NG12 4DG
Phone: 0115 965 1020
www.reis.co.uk



Ryan Motorsport Insurance
150 Minories, Suite 609,
London, EC3N 1LS
Phone: 01799 524202
www.ryanmi.com



Shepherd Campello
55 Gracechurch Street
London, EC3V 0EE
Phone: 0207 378 5657
shepherdcompellomotorsport.com

Prototyping



ID Mouldings Ltd
Unit 5 Griffin Business
Park, Walmer Way, Birmingham, B37 7UX
Phone: 07835 88882
www.idmouldings.com

Racewear



Demon Tweeks Motorsport
75 Ash Road South, Wrexham
Industrial Estate, Wrexham, LL13 9UG
Phone: 01978 664466
Email: sales@demon-tweeks.com
www.demon-tweeks.com



HRX Racewear
Unit C, Rosie Road, Normanton,
West Yorkshire, WF6 1ZB
Phone: 07887 514548
www.hrxracewear.co.uk

Media



Autosport
1 Eton Street, Richmond,
Surrey, TW9 1AG
Phone: 0203 405 8100
www.autosport.com



F1 TV
Enjoy live timing, leaderboards and
data, the best of team radios, plus
exclusive documentaries and shows.
https://f1tv.formula1.com/en/



GP Racing
1 Eton Street, Richmond,
Surrey, TW9 1AG
www.gpracing.com



Grand Prix Racewear
Unit 1, Silverstone Technology Park,
Silverstone Circuit,
Northamptonshire, NN12 8TN
Phone: 01327 855585
www.gprdirect.com

Rally Plates/Signs



Hex Signs & Graphics
Church Lane, Hixon,
Staffordshire, ST18 0PS
Phone: 01889 272041
www.hexsignsandgraphics.co.uk



Event Signs
Unit 6 Poplar Drive,
Witton, Birmingham, B6 7AD
Phone: 0121 344 3141
www.eventsigns.co.uk



Motorsport News
Motorsport News, Kelsey Media Ltd,
Cudham Tithe Barn, Berry's Hill,
Cudham, Kent, TN16 3AG
www.motorsport-news.co.uk



Motor Sport Magazine
18-20 Rosemont Road,
London, NW3 6NE
Phone: 020 7349 8484
www.motorsportmagazine.com



Readly
Motorsport UK has partnered
with Readly, the new way of
reading magazines on tablets and
smartphones.
https://gb.readly.com/motorsport



Macro Motorsport
Phone: 0800 567 7381
www.macromotorsport.net



Bill Gwynne Rallyschool International
Turweston Aerodrome, Brackley,
Northamptonshire, NN13 5YD
Phone: 01280 705570
www.billgwynne.com



Phil Price Rally School
Coed Harbour, Llangunllo, Knighton,
Powys, LD7 1TD
Phone: 01547 550300
www.philprice.co.uk

Retail



Cotswold Outdoor
The UK's widest range of outdoor clothing and equipment.
www.cotswoldoutdoor.com



Garmin (Europe) Ltd
Liberty House,
Hounslow Business Park,
Southampton, Hampshire, SO40 9LR
Phone: 02380 524000
www.garmin.com



Grandstand Merchandise
Unit 4, Chalker Way, Banbury,
Oxfordshire, OX16 4XD
Phone: 01869 337554
www.grandstandmerchandise.com



Halfords
Halfords are pleased to offer Motorsport UK members a 10% discount off anything in store.
www.halfords.com



Haynes
Haynes Publishing, Sparkford,
Yeovil, Somerset, BA22 7JJ
Phone: 01206 256101
www.haynes.com



LKY7 Sports
Lky7 Sports Nutrition & Cycling,
357 Staines Road West, Ashford,
Surrey, TW15 1RP
Phone: 01784 258111
www.lky7sports.com



OGIO's mission is to improve how athletes and professionals carry their equipment.
Phone: 0800 026 4653
Email: europecustomerservice@ogio.com
www.eu.ogio.com



Optical Express
5 Deerdynes Road, Cumbernauld,
Glasgow, G68 9HF
Phone: 0800 023 2020
www.opticalexpress.co.uk



Playseat
From novice to professional, young or experienced, you will definitely enjoy the thrill of racing at home.
www.playseatstore.co.uk



Porter Press
Hilltop Farm, Knighton-on-Teme,
Tenbury Wells, Worcestershire,
WR15 8LY
Phone: 01584 781588
www.porterpress.co.uk



The Race Works
Unit 5 Glebeland Centre, Vincent Lane,
Dorking, RH4 3HW
Phone: 01306 733265
TheRaceWorks.com is a retail destination for all your motorsport merchandise.



Runners Need
Whatever gets you moving, Runners Need is the running specialist and here to help you every step of the way.
www.runnersneed.com



Snow+Rock
Founded by a small team of crazy snow sport enthusiasts, Snow+Rock is all about pushing boundaries, breaking rules, never compromising.
www.snowandrock.com



Wera
Wera Tools is a global tools' specialist that firmly believes its tools make life 'simpler, safer and full of joy' for users.
www-uk.wera.de



Wired Remote
Wired control system for the Hero 1, 2, 3, 4, 5 & 7, 8 & 9 GoPro cameras.
Phone: 07793866333
Email: tom@wired-remote.com
www.wired-remote.com

Roll Bars/Cages



Custom Cages
Units 1 - 2, South March, Long March Industrial Estate, Daventry, Northamptonshire, NN11 4PH
Phone: 01327 872855
www.customcages.co.uk



Caged Laser Engineering (SW) Ltd
Unit 12, Ash Farm Business Park,
Radstock, Somerset, BA3 5EX
Phone: 01761 239133
www.cagedlaser.co.uk



Safety Devices International Ltd
Cambridge House, Holborn Avenue,
Mildenhall, Suffolk, IP28 7AN
Phone: 01638 713606

Roll Bars/Cages



Tube Direct
Units 1 - 2, South March, Long March Industrial Estate, Daventry, Northamptonshire, NN11 4PH
Phone: 01604 931 300
www.tubedirect.uk

Seats



Cobra Seats
Units D1 and D2, Halesfield 23,
Telford, Shropshire, TF7 4NY
Phone: 01952 684020
www.cobraseats.com



Corbeau Seats Ltd
17 Wainwright Close, St Leonards-on-sea, East Sussex, TN38 9PP
Phone: 01424 854499
www.corbeau-seats.com



Racetech Europe Ltd
Unit 3, Heron Court, Kettlebrook Road,
Tamworth, Birmingham, B77 1AG
Phone: 07401 703750
Email: sales@racetecheurope.co.uk
www.racetecheurope.co.uk/shop



SCHROTH ProfiSeat
The SCHROTH Racing Profi Seat will bring extra benefits to every racing driver in any car.
www.schroth.com



GSM Performance Ltd
Unit 5, High Hazles Road, Cotgrave,
Nottinghamshire, NG12 3GZ
Phone: 0115 989 3488
www.gsmperformance.co.uk

Track Days



OpenTrack Events Ltd
45 Jeavons Lane, Great Cambourne,
Cambridge, Cambridgeshire, CB23 6AF
Phone: 01954 710911
www.opentrack.co.uk

Travel



APH
Airport Parking & Hotels
Discounts for members off APH prices at all participating airport car parks and lounges in the UK.
Phone: 01342 859536
www.aph.com



Nutt Travel in partnership with Stena Line
Phone: 028 7035 1199
www.nutttravel.com

Tyre Companies



Avon Tyres
Bath Road, Melksham
Wiltshire, SN12 8AA
Phone: 01225 357855
Email: avonmotorsport@coopertire.com
www.avontyres.com



Cooper Tire & Rubber Co. Europe Ltd
Bath Road, Melksham
Wiltshire, SN12 8AA
Phone: 01225 703101
coopertire@coopertire.com
www.coopertire.co.uk/motorsport-tires



Longstone Tyres
Doncaster Road, Bawtry,
South Yorkshire, DN10 6NX
Phone: 01302 711123
www.longstonetyres.co.uk

Tyre Companies



Michelin Tyre PLC
Campbell Road, Stoke-on-Trent,
West Midlands, ST4 4EY
Phone: 0845 366 1535
www.michelin.co.uk/about/michelin-in-the-uk



Pirelli Tyres Ltd
Derby Road, Burton-on-Trent,
Staffordshire, DE13 0BH
Phone: 01283 525252
www.pirelli.co.uk



Toyo Tires
Shipton Way, Rushden,
Northamptonshire, NN10 6GL
Phone: 01933 411144
Email: info@toyotyre.co.uk
www.toyo.co.uk



Protyre Motorsport
Govan Road, Fenton Industrial Estate,
Stoke-on-Trent,
West Midlands, ST4 2RS
Phone: 01782 411 001
www.protyre.co.uk/motorsport



Nankang Tyre UK
1 SGC Business Park, Oldbury Road, West
Bromwich, West Midlands, B70 9DP
Phone: 0121 500 5010
Email: jamie@nankangtyre.co.uk
www.nankangtyre.co.uk

Tyre Warmers



M. A. Horne Ltd
Unit 9, Enterprise Park,
Ebblake Industrial Estate,
Verwood, Dorset, BH31 6YS
Phone: 01202 822770
www.m-a-horne.co.uk

Wheels




Revolution Wheels International Ltd
2 Eco Court, Latimer Way, Sherwood
Energy Village, Ollerton,
Nottinghamshire, NG22 9QW
Phone: 01623 860000
www.revolutionwheels.com



Speedline
SL Corse Ltd, Haybrook Industrial
Estate, Telford,
Shropshire, TF7 4QW
Phone: 01952 582825
www.speedlinecorse.net

Wire Wheels



Borrani
Doncaster Road, Bawtry,
South Yorkshire, DN10 6NX
Phone: 01302 711123
www.borrani.com

When you shift to electric

– Easee is the charger for you



Coming soon!

70,000 charging robots installed in Europe.

The only thing you need to do is choose your colour. It's that Easee!



Official EV Charging Partner
www.easee-international.com/uk



WHAT'S YOUR STORY?

Revolution is your magazine, so if you have an idea for an interesting feature or topic you would like covered in a future edition, please get in touch with us at: revolution@motorsportuk.org



Copyright ©2022 Motorsport UK Association Ltd, all rights reserved. All information correct to the best of our knowledge and belief at the time of publication.
Production Editor: Malcolm Anderson • Features Editor: Will Gray • Art Editor: Darren Stacey • Marketing and Communications Director: Daniel Smith
Corporate Communications Manager: Gihan Ellera • Head of Commercial Partnerships: Martin Fallon • Motorsport UK, Bicester Motion, OX27 8FY

The Parting Shot

BRM returns – one of the most famous names in motor racing, British Racing Motors is bringing its MK1 P15 V16 Chassis IV to race in the Goodwood Trophy at the Goodwood Revival.

"We have been very clear from the start of the project that the final three MK1 P15's are to be built so that they can be seen and be heard," confirms John Owen, son of Sir Alfred Owen and BRM Director.

"They form an incredibly important part of British Motor Racing and British engineering history, and it is vital that this is not forgotten. What better way to demonstrate this to the next generation by actually racing?"

The MK1 P15 V16 was last raced in the Goodwood Trophy in 1952, where Froilan Gonzales, Reg Parnell, and Ken Wharton took the famous 1-2-3 finish for BRM.



motorsport UK