


Revolution

December 2023

The official magazine of  motorsport uk

WINTER DRIVING TESTS COME TO BICESTER

Foggy fields and icy lanes are all part of the challenge
for the Vintage Sports-Car Club



MOTORSPORT MOMENT

ANDY PRIAULX'S
WIN AT BRANDS

SEASON REVIEW

2023 A YEAR IN
PICTURES

ACADEMY ROUND-UP

MEET THE
CHAMPIONS

PLUS: CLUB CORNER + NATIONAL COURT + CHRISTMAS GIFT GUIDE



NEW

Advent Calendar

Unbox the magic of Christmas with this years daily fix from the Tool Rebels!

| This tasty calorie-free assortment includes

Kraftform Vario & Micro Screwdrivers

Hex-Plus L-keys, Clip & Magnetiser

Limited Edition Bottle Opener



PERFECT FOR
FESTIVE CELEBRATIONS



Wera
BE A TOOL REBEL

CEO's MESSAGE



Back in July, at the British Grand Prix, Motorsport UK hosted the Secretary of State for Transport, Mark Harper, and discussed the long-term sustainability of motorsport in this country and how that could be synergistic with the broader transport objectives for the UK. With a Formula 1

race perhaps not offering the most obvious touch points to everyday road transport, we decided to look for something more down to earth, and settled on the Wyedean Rally that is held in November within Mark's own parliamentary constituency in the Forest of Dean. A couple of weeks ago I headed down the M4 on another wet and windy morning, to meet the rally organisers at the HQ and welcomed Mark, who was keen to chat with the organising team and understand more about the operational challenges for an event of this scale within his patch. He has been the local MP since 2005, and is clearly well recognised by the locals, as everywhere we went people shook his hand and had warm words to say. In reciprocation Mark was full of glowing praise for the rally, and volunteered that in his time as an MP he has not had one complaint from any of his constituents, either for the Wyedean or the Three Shires Rally, which also falls within his constituency. That is certainly testament to the meticulous

planning and Public Relations that the organisers conduct, and the way in which the event is run with the least impact possible on local people's everyday lives.

Heading into the stages we climbed aboard the brand-new Land Rover Defender of Tim Jones, who I last saw at the Motorsport Games in France a year ago, where he was driving his Sunbeam Talbot to great effect. Although at the time he was rather frustrated that the open class that they use for the FIA Games allows much more powerful machinery into one category, led by an Audi Quattro that dominated the event. Tim was a fantastic pilot and tour guide for Mark, being able to point out all the key features on the route and in particular the safety measures that are taken to ensure that everything runs smoothly, not only for the competitor but also for all the spectators. I would thank the marshals who give up their time for such an event. There were over 200 on the day, who are kept busy making sure that spectators stand in the right areas and do not begin to wander about once the stage goes live. It was also reassuring to see how well the spectators listened to this advice and had a safe and thrilling day.

One subject we discussed was the use of sustainable fuels in motorsport. One of the entries was powered by 85 per cent sustainable biofuel, giving a good demonstration for Mark of the 'drop-in' useability of this new generation of fuels.



Mark Harper, Secretary of State for Transport, visits the Wyedean Rally in his Forest of Dean constituency



These new biofuels are not carbon zero at the tailpipe but are 'net carbon zero' in that they use waste products from food and agriculture, that has already captured carbon from the atmosphere through their original photosynthesis. This is then processed into a hydrocarbon fuel that releases carbon dioxide at the point of use, but no more than was originally captured by the organic material when it grew.

This is important, as we discussed with Mark, because while we embrace the advent of electric powered vehicles, they are not going to change the stock of cars on the roads across the UK any time soon. To put that into some numbers, there are some 33 million registered passenger vehicles in the UK in 2023, with roughly the same number of vehicles being scrapped each year as are replaced by new cars. As has been publicised, there is draft government legislation stating that, from 2035, 100 per cent of new vehicle sales are required to be non-internal combustion engine (ICE) powered, which for the majority, means battery electric vehicles. That 100 per cent goal ramps up from 2024, when it will be 22 per cent non-ICE vehicles. So, if you take an average of 55 per cent of sales being EVs, then over the next 12 years something in the region of 4.8 million electric vehicles will be added to the existing 1 million on our roads today. In round terms this leaves approximately 26 million internal combustion engine vehicles on our roads in 2035, and they will only be replaced at a rate of around 1.5 million per year – so it will be a further 15 years before we would have a total nation of electric vehicles in the UK, and that takes us all the way to 2050. I know there may be some generalisations and assumptions in these back-of-the-envelope calculations, but the point is the internal combustion engine is going to be around on UK roads for an extremely long time. The government needs to have a strategy for how we can substitute traditional fossil fuel hydrocarbons for net zero hydrocarbons. That will have a larger and swifter impact on our environmental sustainability than anything else that we can do for transportation. That is not just a UK opportunity but a global one.

Motorsport can play a vital role. Already we are at the forefront of the development of synthetic fuels, and sustainable fuels. Because our industry has relatively small usage volumes it can afford to pay a premium for these products based on its desire to enhance its sustainability credentials, and in so doing gives real world feedback to the scientists and chemists who are calculating the impact that these fuels have on existing ICE-powered vehicles. In addition to that, the role of motorsport is to demonstrate and publicise, in the most dramatic way possible, that a 'drop-in fuel' can not only provide a suitable alternative for everyday vehicles, but also power the most highly tuned and high performing vehicles. Discussing this with Mark Harper was, I hope, helpful in broadening the government's perspective on seeking a

more eclectic solution to our passenger car energy needs, rather than a singular reliance on the adoption of electric vehicles to the exclusion of all else.

Further interesting events in the month included the SRO Global Awards that were held at the Old Billingsgate in Central London. It is a venue that is somewhat unusual for the awards season of British motorsport championships as they typically seem to converge on locations in the Midlands. Although the Stephane Ratel Organisation run the British GT Championship, the reason for this venue choice is that they have an incredible global footprint of customers from GT racing in five continents, with their clientele flying in from South East Asia, Australia, North America, Africa and all over Europe to celebrate the exploits of GT3 and GT2 cars, as well as TCRs – in every imaginable race format from the 24hrs of Spa, to GT races at the Macau Motorsport Weekend. I have known Stephane Ratel for over 25 years since we ran the Prodrive Ferrari 550 Maranello's in the European GT Championships from 2000–2004. There are very few people in the world of motorsport who have his unique blend of charismatic charm and the steely ability to deliver a formidable business operation as well as an outstanding customer focused product. I would say that the growth of Pro-Am racing across the world can largely be attributed to Stephane's 'black book' and his building of vibrant communities, combined with the clever application of balance of performance and the ranking of drivers. This gives close competitive racing with a mix of enthusiastic and talented amateurs and outright pro-drivers of the highest calibre. With amateurs generally providing the budget to express their passion, you then have a strong community and a buoyant GT industry that thrives off the back of this. Sitting on the table with the heads of BMW, Audi and Mercedes AMG Customer Racing, the combined number of GT3 cars that have been sold in recent years is over 1,500 units, when you include marques such as Ferrari, Aston Martin, and Lamborghini, all of which shows how incredibly successful GT racing is worldwide and how good a job Stephane has done to promote it globally.

The following evening the karting community gathered at the Wing at Silverstone for our annual British Karting Awards evening. This included the WERA Tools British Kart Championship (BKC) that Motorsport UK organises and promotes, as well as the Motorsport UK British Indoor Kart Championship (BIKC) that is run in conjunction with TeamSport. The BKC has come a long way in the last few years and now has some 500 registered competitors vying for their spot on the pathway to becoming professional racing drivers. The wealth of talent that we have in the UK among these young drivers is impressive, and as you've heard me reflect on recent trips to the CIK World Karting Championships, there is no doubt we will continue to provide a disproportionate

number of talented youngsters into the FIA Single Seater pathway with realistic opportunities of becoming professional racing drivers. One aspect that underpins our confidence in the future is our success at building the lower base of the karting pyramid to include Arrive and Drive karting, in the form of Club 100 and the Daniel Ricciardo Series, as well as the huge untapped potential of indoor karting through our partnership with TeamSport, and the NKA tracks in general. TeamSport has 35 centres across the UK, and welcome around 1.5 million customers through its doors every year, of which around 300,000 are in the Cadet 8–11 years-old bracket. The BIKC is designed for those who want to take kart racing more seriously and this year we had around 5,500 entries including over 800 in the Cadet category alone. It is no mean feat to beat that level of competition across the whole of the country, and it is of no surprise that those that graduated in the last couple of years have now moved on to shine either in Club 100 or further beyond into the BKC. One standout for me was Sam Slater who completed a hattrick of British titles in the senior category, against hundreds of different competitors each year, and to take the top step of the podium once again is surely the marque of a very talented driver.

Closing out the month I attended the 30th Anniversary celebrations of the British Motor Museum that is based at Gaydon. Built on the former proving ground of Rover Cars, and now the home of Jaguar Land Rover Group (JLR), it is an avant-garde building that houses the full history of British motor industry heritage, and I thoroughly recommend visiting if you are passing along the M40. Prompting childhood memories of Singer, Morris, Austin, Riley, Hillman and many more, it is heart-warming seeing those cars preserved in their original state. There is also a fine representation of British motorsport in the museum including Paddy Hopkirk's winning Mini Cooper S

from the 1964 Monte Carlo Rally, one of Jackie Stewart's 1971 March 701 Tyrrells, and the famous Jaguar XK120 from 1950 registration NUB120, that won the Tulip, Alpine Gold Cup and RAC rallies. It was not actually a works car but a privately owned one campaigned by Ian Appleyard and his wife Pat, the daughter of Jaguar founder Sir William Lyons, in the co-driver's seat. This invoked a circular memory for me as when my father left as Competition Director of BMC in 1961, where Appleyard had been one of the Healey's fiercest rivals. He went to work for Ian at his dealerships in Yorkshire, with our family in tow. Although the lure of topflight motorsport was too much for my father, who returned south within two years to head the Rootes Competition department through the glorious days of Imps and Tigers, as well as the victorious Hunter in the '68 London to Sydney, it was nice to touch a bit of history that connected to my own.

As we head swiftly towards the Christmas holidays, and the end of another year of competition, I must thank everyone in our wonderful community for all your contributions to an amazing season, full of so much enjoyment for so many. Wishing everyone a very well-earned rest and a joyful Christmas and New Year. 🌀

Best regards,
Hugh Chambers
 CEO, Motorsport UK



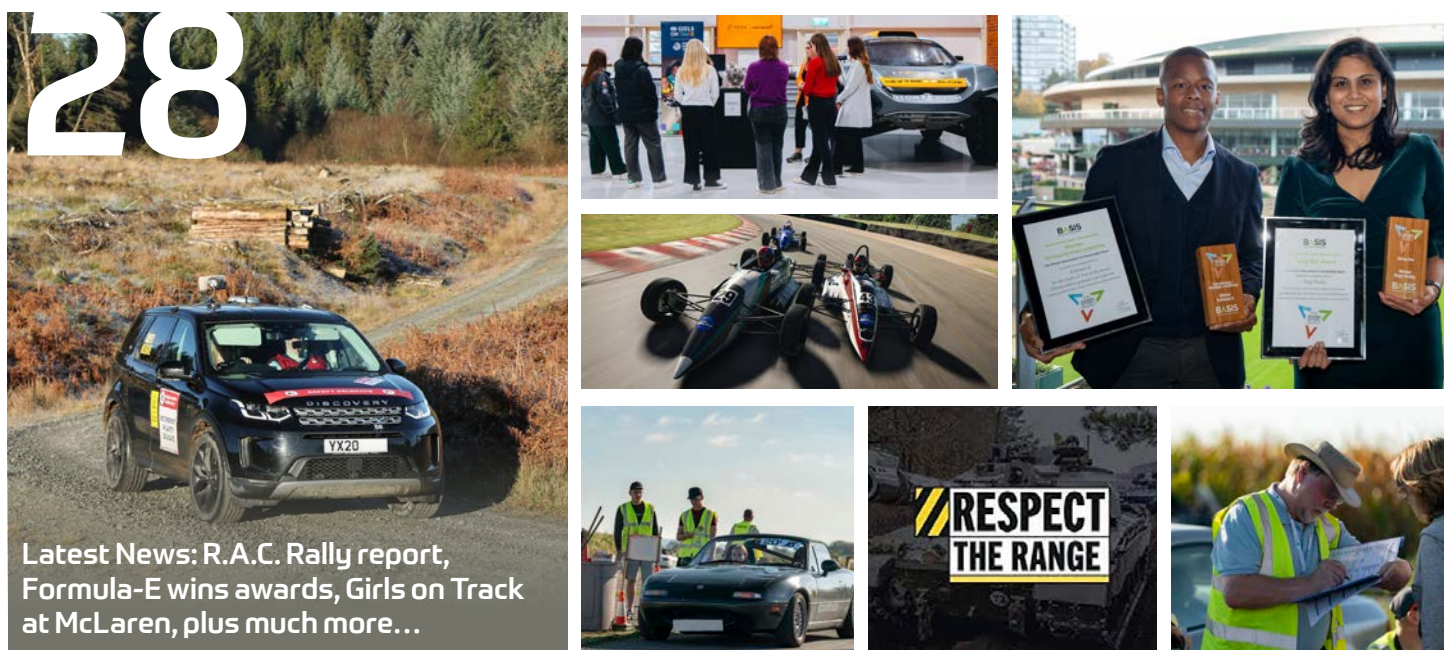
*The SRO British GT Championship Awards 2023
 Inset: Jaguar XK120 rallied by Ian and Pat Appleyard*

CHAMPIONS



CONTENTS

In this issue: **2023 in Review** – *Revolution* celebrates a year in Motorsport with photos from across the British Championships. **Meet The Champions** – 11 new Champions and two new Vice Champions backed by four different Motorsport UK Academy programmes. Use our handy **Christmas Gift Guide** to help source that hard-to-buy present, In **Club Corner** we learn what has kept Stockport 061 Motor Club going for 120 years, and **Andy Priaulx** shares an emotional **Motorsport Moment** from his career.



48

GARMIN.

Motorsport UK Christmas Gift Guide:
10 great ideas for gifts
Presented by GARMIN®

62



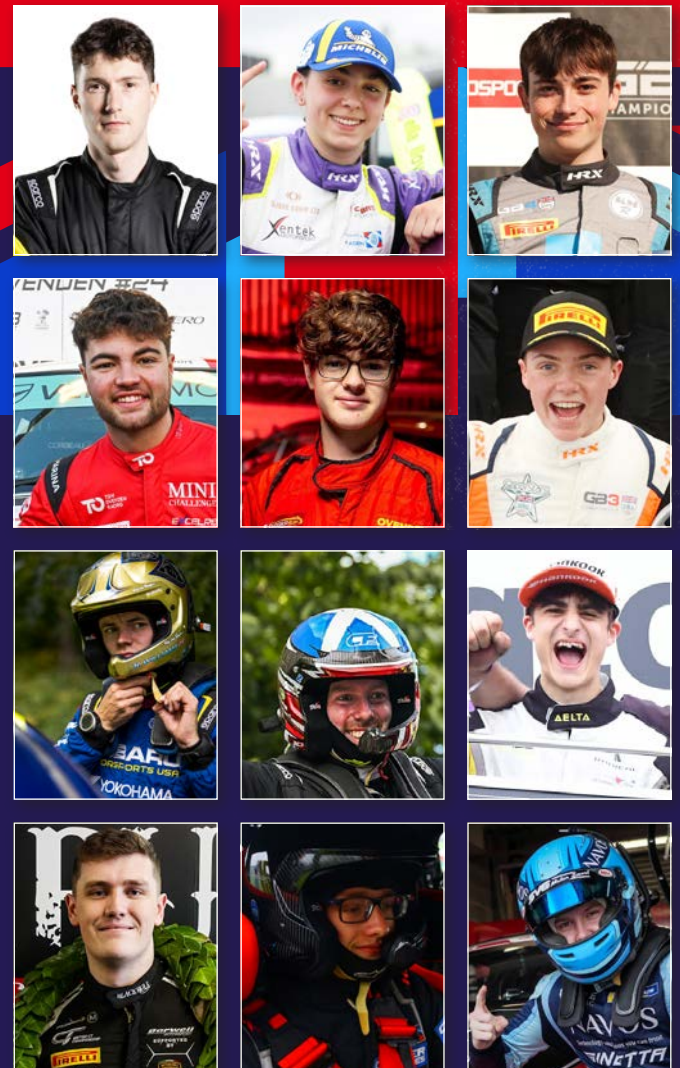
Club Corner:
Stockport 061 MC

68



Motorsport Moment:
Andy Priaulx's emotional win at Brands

50



Motorsport UK Academy Round-up:
Meet the 2023 Champions

AUTOCOURSE

Five lucky *Revolution* readers can win a copy of the 2023 AUTOCOURSE Annual from Icon Publishing. See page 29.



Esports insurance specialists

Just as top players take a strategic approach to competitive gaming, successful esports organisations and participants should adopt a strategic approach to risk management. From the damage a cyber-attack could have on technology-heavy platforms, to protecting the health of players, esports can require a unique approach.

Our range of solutions include:

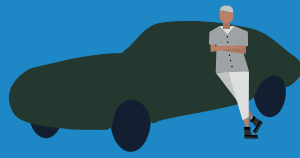
- Cyber insurance and cyber security risk consulting
- Technology errors and omissions
- Athlete wellness
- Personal accident and sickness for individuals and teams
- Event liability and cancellation
- Property insurance
- Director's and officer's insurance
- Media liability
- Reputational risk consulting
- Travel insurance
- Contingency planning

The appointed broker to Motorsport UK

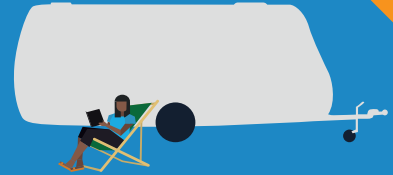
Up to
15% off
for Motorsport UK members!



Standard Cars



Classic Cars



Caravans



Vans



4x4s



Motorhomes & Campervans

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](https://www.adrianflux.co.uk)

Authorised & regulated by the
Financial Conduct Authority

ADRIAN FLUX

Insurance for the individual

2023 IN PICTURES

Revolution asked its regular photographic contributors to select their Photo of The Year – these are the highlights that caught their eye

This season has seen Motorsport UK's many Championships deliver top-class competition and plenty of dramatic action, from the front-runners in the British Touring Car Championship to the first timers in the Trials Championship; the flying future stars in British F4 to the open-wheel masters in Hill Climbing and Sprint Championships.



British Truck Racing Championship

In another blockbuster year for the super-sized series, a capacity entry list served up a feast of entertainment across seven race meetings and culminated in the crowning of two deserving champions in Ryan Smith and Paul Rivett – although the route they each took to their respective titles could not have been more contrasting.

As has been the case for the past seven years, Division 1 belonged to Smith as he comfortably powered his Daimler Freightliner to an unprecedented eighth consecutive championship victory. The multiple-champion was a tour-de-force with an incredible 16 race wins, six podiums and six pole positions to finish ahead of David Jenkins and Stuart Oliver.

Photographer: Graham Holborn

A pack of 5.5-tonne, 1,000BHP trucks make an imposing sight as they head into the hairpin at the end of Cowles Straight, Pembrey, with nobody wanting to back off.

In Division 2, however, there was nothing to separate Paul Rivett and Adam Bint in the battle for honours. In a campaign that saw the pendulum swing back-and-forth between the pair, each ended the season tied on points. Rivett triumphed on a tie-break, with his superior win tally of 18 to Bint's six, netting the former Renault Clio Cup champion his first truck title. Bradley Smith, Simon Reid, John Powell, Craig Evans, Michael Oliver, and John Bowler also played starring roles over the course of the season.



Photographer: Russ Otway

David Henderson gets sideways at Edrom, on his way to a haul of points helping to keep his title battle with Jock Armstrong alive.

Scottish Rally Championship

One of the most open and competitive championship battles for years, it saw four different winners across the eight events, and was only decided on the final stage of the final Rally. David Henderson and Chris Lees leaped from third to first to claim the title in their Rally2 Fiesta, narrowly beating the Impreza of two-time Scottish Champion Jock Armstrong and Hannah McKillop.

John Crawford pipped the Rally4 Peugeot of reigning two-wheel-drive champion Peter Stewart to the title in his Mk2, again on the final round of the season, with Harry Marchbank retaining the co-drivers' title. Scott Peacock and Craig Wallace took the Challengers Championship in their Evo 8; Robert Proudlock retained the Junior title in his Vauxhall Adam, and fellow Junior Driver Meghan O'Kane secured the Lady Drivers' title in her Ford Fiesta.

Next season will feature seven events, with registrations opening in the New Year after publication of the Championship regulations.

British Touring Car Championship

Ash Sutton secured a record-equalling fourth title with victory in Race One of the season-finale at Brands Hatch in October. The returning champion, who was last year's runner-up, took the crown back from Tom Ingram with six poles, 12 victories and 11 fastest laps across the 30-round championship.

Ingram put up a strong defence and his two outright wins do not tell the whole story. He was Mr Consistent with 15 further podiums, 22 top-five and 28 top-ten finishes staying on Sutton's heels all the way. Jake Hill finished third and showed his future intent with victory in the final race of the season, concluding with six wins and 24 top-ten positions. The top three all graduated through the BTCC support package and next season already looks set to be a thriller.



Photographer: Jakob Ebrey

Storm clouds gather at Knockhill, Scotland, as the BTCC grid comes out to play in race three, following a delayed start delayed due to heavy rain.



Photographer: Phil Chapman

Christopher Chapman – the photographer's brother – demonstrates how this very low speed sport can still deliver a high level of dynamic action around a course at Anglesey Trac Mon Circuit.

British Autotest Championship

Alastair Moffatt had yet another successful year in his Mini Special, leading from the first round to win a record-breaking ninth title. He had competition for the overall title from Willie Keating, in his Striker sportscar, and Richard Pinkney, also in the sportscar class, who was a potential contender, but who did not complete the full season.

Moffatt was the clear winner in the Specials class, while Dave Mosey won the Large Saloon class, having been run close by Warren Gillespie. Keating beat Christopher Chapman to the Sportscars crown, and Cameron Pinkney was the only Junior driver in the field.

Events were held nationwide – from Herefordshire to Scotland, combining a mixture of tight, technical tests and fast sweeping manoeuvres that allowed the competitors to make their own mistakes. A return to the Coventry Motofest in the city centre in June brought action to the people and drew in the crowds. Next season begins at Curborough in March.



The Intelligent Money British GT Championship

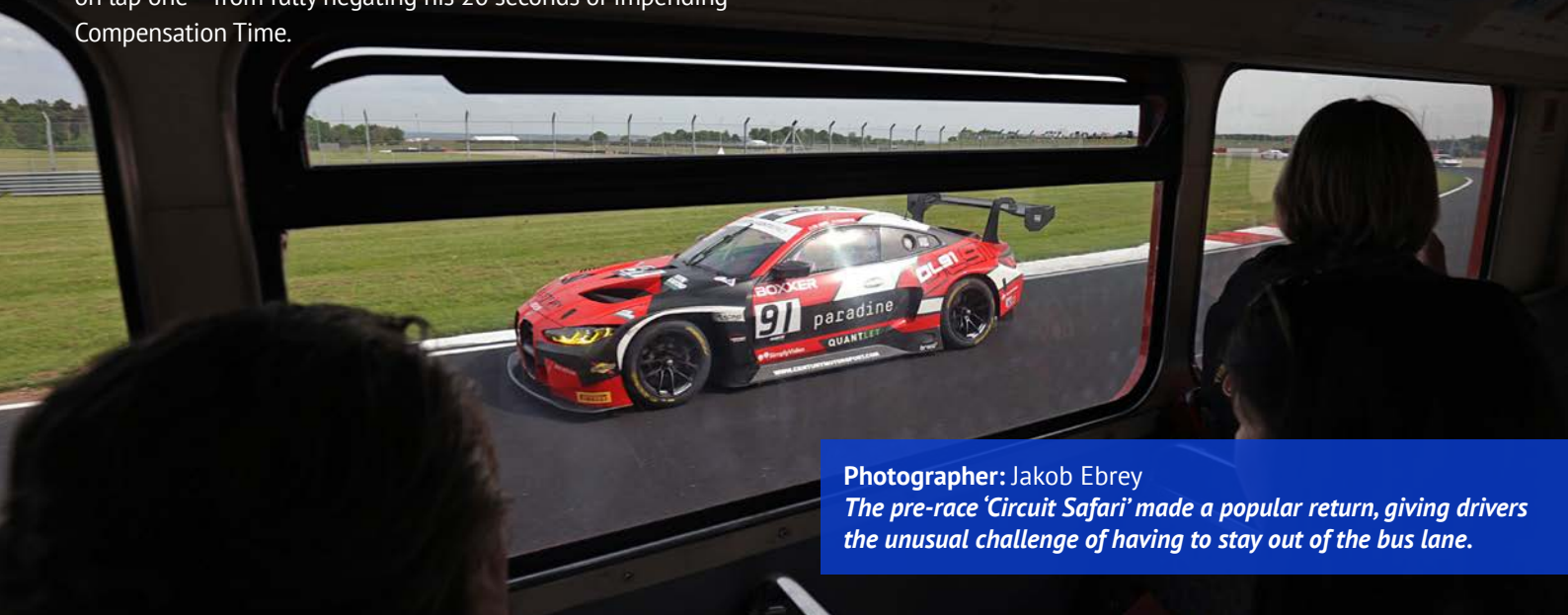
Darren Leung and Dan Harper were crowned champions in a dramatic Donington Park finale after overcoming the odds and chasing down a significant points deficit to overhaul season-long rival James Cottingham. Erik Evans and Matt Cowley achieved a similar feat, winning the final two races to pinch the GT4 crown from long-time leaders Jack Brown and Charles Clark.

Six crews were still in with a chance of securing the GT4 championship at the finale where Academy's Mustang sensationally overturned its 16.5-point deficit and 46-second pitstop handicap – including maximum Compensation Time – to triumph in a typically topsy-turvy decider.

That performance was still somehow overshadowed by Harper's heroics out front, where two Safety Car periods in the opening stint prevented Leung – who took the lead through Craners on lap one – from fully negating his 20 seconds of impending Compensation Time.

Championship permutations meant Century's crew had to finish fifth at worst to have any hope of bridging Cottingham's 13-point advantage, and that appeared unlikely when Harper re-joined in 13th. However, the BMW factory driver then embarked upon one of the series' greatest-ever drives, to not only overhaul the 2 Seas Mercedes-AMG – which was subsequently hit with a penalty – but eventually fight through to finish second overall.

Five of this year's nine wins were shared between Cottingham and Jonny Adam – who missed the finale due to clashing commitments elsewhere – and Leung and Harper. Shaun Balfe and Sandy Mitchell clinched their second win of the season at Donington's finale, while the other two went to Jules Gounon and defending champion Ian Loggie, and John Ferguson and Raffaele Marciello.



Photographer: Jakob Ebrey
The pre-race 'Circuit Safari' made a popular return, giving drivers the unusual challenge of having to stay out of the bus lane.

Photographer: Malcolm Almond
Nick Elliot and Dave Price are pushed to the limit as they hit a bump at speed on Gale Rigg 2.





British Endurance Championship

A close-run finish to this year's Championship saw just five points cover the overall top three, after six events and 14 hours of competition. In the end, Brad Thurston, in only his second full season of racing, secured the overall and Class C titles with Team Hard in a Porsche 991, driving alongside Radical champion and rising BTCC star Daryl DeLeon, as well as occasional partners Adam Hatfield and Alex Sedgwick during the year.

A late-season flurry saw Chris Jones, Neville Jones and Matt George finish as overall runners-up, winning class honours in their Venture Innovations Mercedes GT4, while third overall, went to TCR Class victors Jonathan Beeson and George Heler in the Sheard Autosport Audi RS3.

Photographer: Jakob Ebrey

The world-famous Silverstone Wing blurs into a dramatic late-afternoon backdrop as a Mercedes GT3 flies in the season opening race.

Amateur driver Peter Erceg, coupled with peripatetic pro-driver Marcus Clutton and one-race stand-in Andrew Bentley, secured the GT3 crown, taking the most overall race wins through the season in their PB Racing Audi R8, and ended fifth overall.

Owen Hizey claimed the Class G crown in the SVG Ginetta G55, with a mid-season change of co-driver from Scott Symons to Marc Elman doing little to hinder his fortunes, while Adam and Callum Thompson lifted the Class F Trophy thanks to vastly improved reliability and performance for their Newbarn Racing Jaguar F-Type.

Fuchs Lubricants Motorsport UK British Historic Rally Championship

A nail-biting season concluded with a head-to-head race for the crown between Roger Chilman with Patrick Walsh, and Nick Elliott alongside Dave Price. Chilman had a blistering start to the campaign, taking back-to-back victories, but his form faded mid-season. A Woodpecker Rally win put him back in contention and he was effectively handed the crown when Elliott beached his Fiat 131 Abarth for nine minutes on the opening stage of the Carlisle Stages.

Jason Pritchard and Phil Clarke also enjoyed three wins in their Ford Escort MK2, while the Porsche 911 of Richard Tuthill and Stephane Prevot took the Plains Rally victory.

Across the Championship, battles raged on for honours, with Josh Carr taking the drivers' title and Mike Reynolds the co-driver crown in Category Two, for cars registered between 1968-1975. Terry Cree and Richard Shores picked up the title in Category One, for cars registered up to 1968, in their Mini Cooper.

The 2024 calendar sees the roster bolstered to nine events, with the best seven scores to count. It will also see the return to a mixed-surface championship, with several top-class closed-road asphalt events.



demon tweeks

WIN AT SHOPPING THIS CHRISTMAS

Find the perfect gift at
Demon Tweeks

Before it's too late...



www.demon-tweeks.com

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

SALES ORDER LINE 01978 664466



English Rally Championship

This class-based Championship took in seven of the best forest Rallies of the season and produced some excellent competition. Elliot Payne took the Championship lead in his Fiesta Rally2 with victory in the opening two events but only a handful of points separated the top few drivers for much of the season and it was Ernie Graham who took the title.

Arron Newby, Robert Proudlock, Nigel Jenkins, Ben Friend, and Rob Wilson all scored maximums along the way, while Ernie Graham, who missed the opening round, took his immaculate Mk1 Escort RS1600 to maximum scores on the next four rounds to move into a commanding position as the series drew to a close.

The format of the English Rally Championship sees cars of similar engine capacity (and power) competing against each other, meaning that it is not necessarily the most powerful that rise to the top. This was illustrated by former champions Steve Black, in a 1400cc Suzuki Swift, and 2022 winner Nick Dobson's Escort Mk2. Next year's calendar retains the same seven events and kicks off in the Lake District with the Malcolm Wilson Rally in March.

Photographer: Malcolm Almond
Mathew Hirst and Declan Dear explore an unconventional route through a corner on Gale Rigg in their Ford Fiesta R5.



British Indoor Karting Championship

The third season of this highly competitive championship saw 35 TeamSport venues across the UK host qualifying in five different categories. Each entrant had to set three flying laps between June and August to create an average time, with the 24 fastest averages in each category (20 in Cadets) going up against each other in a Local Final. The leading runners from those went into nine Regional Finals and the front-runners in those went into the National Finals.

In the under-16 age categories, Preston's Eskild Hewitt completed his first year of karting by being crowned Cadet Champion while Basildon's Bobby McGirr secured the Junior title. The over-16s saw Alfie Hale, from Stockton, win the Lightweight crown; Bristol's Sam Slater take the Middleweight title at the very last second; and Harlow's David Harvey become the Heavyweight Champion after taking pole at all levels of the final and winning every heat, semi-final and final he contested.



MOTORSPORT
CLASSIC & SPORTS
FINANCE

FINANCE PRODUCTS FOR MOTORSPORT

| Race Cars | Transporters | Hospitality Units | Machinery | Equipment | Teams |
Business Finance | Capital Release | Loan Consolidation



Our motorsport finance products offer flexibility, competitive rates and a fast turnaround.
Get in touch to discuss your requirements.

01869 351512 | enquiries@classicandsportsfinance.com

Funding partner of  **motorsport UK**

Northern Ireland Rally Championship

Jonny Greer took his fourth – and third successive – title but it was in the balance right up to the final round. Dominant wins at the first two events put Greer ahead, but his non-finish on the Maiden City Stages allowed winner Derek McGarrity to take the lead. He was still ahead at the season-ending Down Rally, which was won by Cathan McCourt, but Greer's fourth place was enough to take the title and Desi Henry pushed McGarrity down to third with his co-driver Paddy Robinson taking the overall co-driver title. Drew Stewart topped the 2WD table while Conor Wilson took the FIA 2WD category, and the Junior Drivers and Jimmy Mills won the Historic title. Emma McKinstry won the Ladies award and Maiden City Motor Club repeated last year's success in the Club Team competition.

In the Forest Rally Challenge, Ryan Caldwell won the first two rounds but a non-finish on the third proved costly as Darragh Cairns, who switched car during the season, sealed the title by taking maximum points in his new R5 Skoda.

British Karting Championship

Britain's top young motorsport talent battled it out in 13 different karting categories this year, with plenty of close competition throughout.

In IAME, Austin Gibson won the Water Swift Restricted title from Austin Newstead with seven top scores across the five-round season, while Jesse Phillips secured the crown in the Water Swifts despite a late challenge from Will Green. In the Junior X30s, Macauley Bishop won the title after a close battle with Taylor Orridge, with Gus Lawrence winning the Senior X30s after taking eight top scores, including five in a row.

In KZ2s, Morgan Porter recovered from a tough first round to secure six top scores from the remaining nine and seal the title. Yehan Kallychurn took the Junior TKM crown, 12 points ahead of Aidan Mitchell, while the TKM Extreme championship went to privateer Alfie Garford, who just pipped runner-up Charlie King. In the Honda Cadets, Ryan White won the title ahead of Max Taddei, while in the Bambinos the battle between eventual champion Harry Chapman and runner-up Ronnie Kempson went to the wire, with just four points separating the pair at the end of the year.

Rotax and Honda were the last to finish their season, at PFI in October. Just two points separated three drivers in MiniMax



Photographer: Russ Otway

Cathan McCourt flies flat-out in top gear over a blind crest at Hamilton's Folly, one of the best Rally locations in Ireland.

Shane Byrne won the co-driver title sitting alongside Caldwell and Owen McMackin. Andy Magee and Ashley Trimble topped the 2WD category, and Fintan McGrady secured historic honours in his RS1800.

950 before the final event and Cole Denholm secured the crown with victory in the final. Emerson Macandrew-Uren was crowned MicroMax champion despite a fine last-event effort from Kian Burnard. In Junior Rotax, title winner Macauley Bishop signed off a strong season with a triple victory in the last event, while Kai Hunter won two from three at the last event to confirm his Senior Rotax title.

>>>>



Photographer: Chris Walker

Lewis Gilbert embraces his father Douglas ahead of the Rotax season finale, knowing he is 15th on the grid at PFI, and up against it to qualify for the World Finals – and in the end he made it.



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





f t i Araitmotorsportuk #WhyArai

MAGNIFICENT

7

GP7 SRC ABP
GP7 SRC
GP7 FRP

FOR OVER 50 YEARS ARAI HAVE BEEN CREATING THE HARDEST, STRONGEST AND SAFEST HELMETS POSSIBLE. BORN FROM A PHILOSOPHY TO CREATE THE VERY BEST, EVERY ARAI IS HANDMADE BY SKILLED JAPANESE CRAFTSMEN.

ARAII GP-7 AS WORN BY:

ARAII
ATHLETE
TOM
INGRAM



CREDIT - JAKOB EBREY



GP7 SRC ABP



GP7 SRC



GP7 FRP

TO FIND OUT MORE OR TO LOCATE YOUR NEAREST ARAII MOTORSPORT STOCKIST VISIT WWW.WHYARAII.CO.UK

Protyre Motorsport UK Asphalt Rally Championship

This was a season to remember as the series celebrated its 40th anniversary, with the title going down to the wire once again. Callum Black and Jack Morton arrived at the Rali Ceredigion double-header finale in fourth place, but a pair of maximum scores saw them rocket up the leader board and clinch their crown in sensational style after an impressive season in their Ford Fiesta Rally2.

Neil Roskell had been billed as the man to beat this year having finished third in 2021 and second in 2022. Sure enough,

he and co-driver Andrew Roughead led for most of the season, but the rule requiring competitors to drop two scores meant they finished runners-up for the second consecutive year.

Darren Atkinson put in a remarkable performance in his Escort Mk2 to claim third in the overall drivers' standings, while also winning the class B13 and Escort Challenge titles. Equally impressive was William Hill, who dominated class B14 in his Ford Fiesta Rally3, co-driven by Richard Crozier. An enforced swap to a Fiesta R200 for Rali Ceredigion cost him third overall, but fourth was still an astounding achievement.

Next year will see the same seven rally / eight round format on some of the best closed road stage events, starting with the Legend Fires North West Stages in March.

Photographer: Ben Lawrence

Baladoole was the opening stage of the Manx Rally. We had recce'd this one on foot and knew that there was a great angle if we walked a mile or two. The sun, the sea, and a sideways Ford Escort Mk1 – just perfect.



British Rallycross Championship 5 Nations Trophy

Patrick O'Donovan became a two-time back-to-back champion despite missing several rounds this season as he dovetailed his title defence with a European Rallycross campaign. The London-born driver, who swapped his Ford Fiesta for a Peugeot 208 WRX, won every event he entered in the championship and beat two-time winner Jack Thorne to win with a double victory in a spectacular fireworks finale at Lydden Hill. Slawomir Woloch won the Supernational title ahead of Dave Van Beers and Phil Chicken.

Tyler McAlpin won the season's final event to secure his maiden Junior title on count-back ahead of pre-event series leader Will Ovenden. Max Weatherley became Swift Sport champion and Stephen Jones won his second RX150 crown after a battle with Nick Priddy. Dave Bellerby won the BMW Mini category, with last year's Junior champion Max Langmaid securing the ALL4 title. Lee Wood wrapped up his Super Retro title-winning season with victory in the final round and Tony Lynch topped the table in the Retros.

Photographer: Tom Banks

Patrick O'Donovan returned to take the 2023 Championship win.

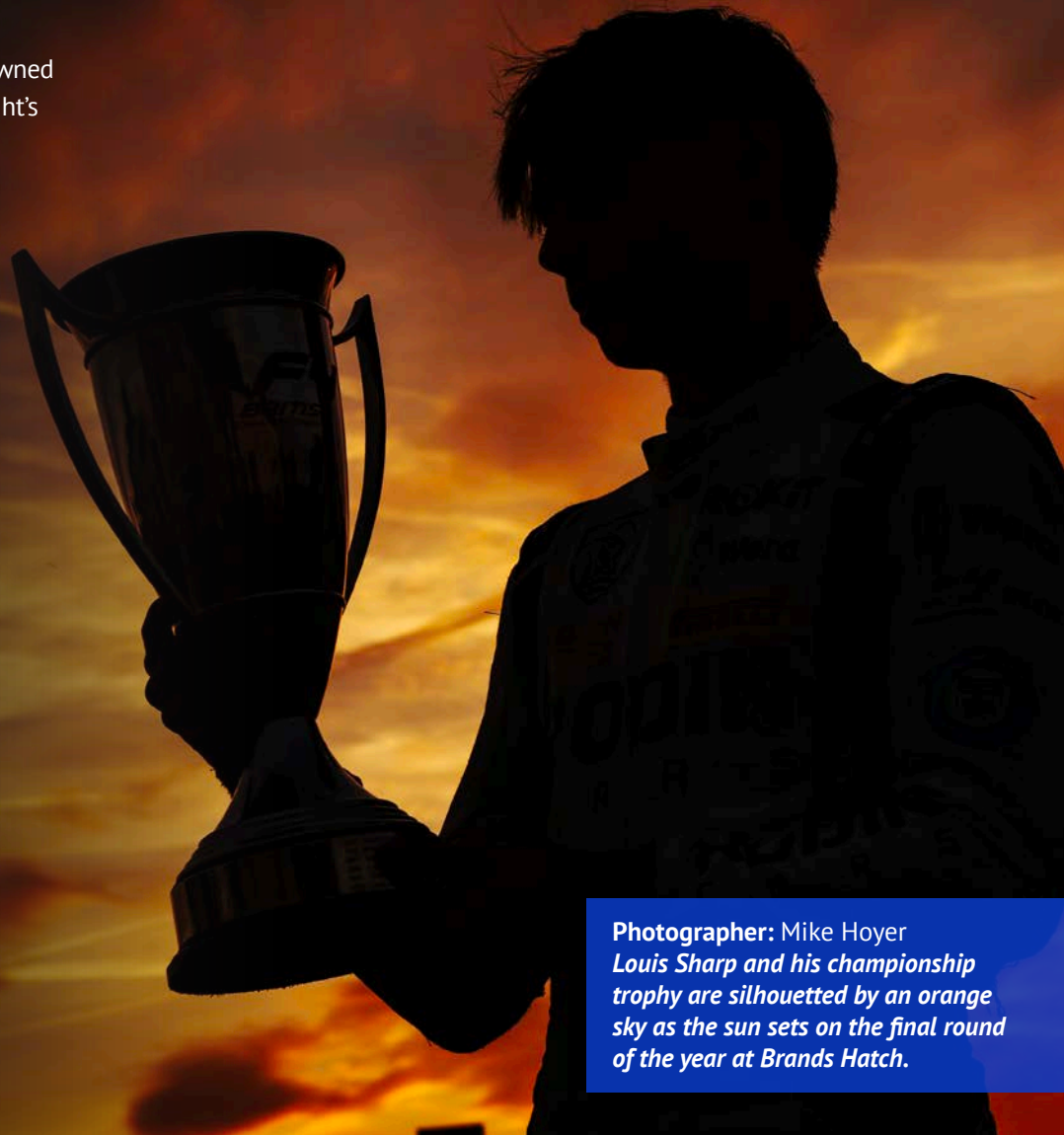


ROKiT British F4

This was one of the closest and most exciting seasons to date, with 12 different winners and 21 different drivers on the podium during the 30 races. The final round at Brands Hatch saw all three titles come down to the wire for the ninth year in a row.

Rodin Carlin driver Louis Sharp was crowned champion after edging Hitech Pulse-Eight's Will Macintyre by one point in the final round. The duo has been inseparable throughout the season, and they were closely followed by JHR's Deagen Fairclough in the top three. Chris Dittmann Racing's Gustav Jonsson claimed top Rookie Cup honours over Gabriel Stilp of Hitech Pulse-Eight, while the Teams Cup was won by Rodin Carlin thanks to 15 victories from drivers Louis Sharp, Dion Gowda, Josh Irfan, and Noah Lisle across the year.

The race format included a new complete reverse grid race this season and it proved a big success, providing plenty of overtaking action as well as giving drivers such as Stilp and Gowda and JHR's Sonny Smith their first F4 wins. Next season is already shaping up to be an exciting one, with the championship continuing to support the British Touring Car Championship at most rounds.



Photographer: Mike Hoyer
Louis Sharp and his championship trophy are silhouetted by an orange sky as the sun sets on the final round of the year at Brands Hatch.

Photographer: Russ Otway

Two champions from two disciplines – Autotesting's Alastair Moffatt and Hill Climbing's Scott Moran – combine to try out a different motorsport challenge.



British Sporting Car Trials Championship

A competitive season saw eight different winning drivers through 18 events, with the best 10 counting towards the championship. Thomas Bricknell secured the title with a consistent performance that saw him take maximum points in six events and second in five.

Stuart Beare and Richard Sharp started well, winning the first and second trials, but four consecutive wins before the summer break put Bricknell in control and consistent scoring, including wins at the David Ayres and Roy Fedden Trials, kept his points tally out of reach.

Bob Packham topped the Live Axle classes, winning four events to take a clear advantage into the final rounds after Matt Sharp, who finished runner-up, took himself out of the class when he bought an independent car in the summer.

>>>>>

Early booking offer for 2024

Save **20%** on cabin and vehicle rates on sailings to and from Newcastle to Amsterdam.

- Travel January – December 2024
- Book by 29th February 2024
- Subject to availability



BOOK NOW AT

dfds.com/en-gb/motorsport-deals



DFDS

FIND YOUR LINE TO FASTER TIMES



GARMIN

← < **SEGMENT 3** > →

OVERVIEW POSITION SPEED ACCEL/DECEL

LAP 3 OPTIMAL LAP

SEGMENT TIME
-0.11 s
03.03 s 12.02 s

EXIT SPEED
-1.8 MPH
80.3 MPH 78.5 MPH

TURN ENTRY
+8.8 MPH
85.2 MPH 94.0 MPH

MIN SPEED
+0.7 MPH
63.0 MPH 63.7 MPH

GARMIN CATALYST™

DRIVING PERFORMANCE OPTIMISER 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. ©2023 Garmin Ltd. or its subsidiaries.

Photographer: Russ Otway

Snow on the banks of Grizedale South and a backdrop of Coniston Water frame the flying M-Sport crew of Adrien Fourmaux and Alexandre Coria on the Malcolm Wilson Rally.



British Rally Championship

It was a dominant season for M-Sport's factory driver Adrien Fourmaux and co-driver Alexandre Coria, with five wins from five starts, handing them the title with a round to spare. The pair dovetailed their campaign with a WRC2 programme, gaining seat time and car upgrades that ultimately led to a Rally1 outing at WRC Japan.

Just two other contenders were able to stand on the top step of the podium, with James Williams and Dai Roberts claiming the Rali Ceredigion victory, and Garry Pearson and Hannah McKillop winning the Cambrian Rally, a victory that also secured Pearson second overall in the championship.

In contrast, the battle for the Junior honours went down to the wire, with both Kyle White and Kyle McBride in with a shout at the final round of the season in Wales. In the end, White's four wins against McBride's one put him in the box seat and a Cambrian finish was enough to secure him the crown he had been longing for since 2021.

Alan Carmicheal took back-to-back National Rally Titles and was joined by Claire Williams in the co-driver's seat. A revitalised championship follows in 2024, bolstered by a brand-new calendar with six gravel and asphalt rounds and plenty of newcomers set to join the regular competitors.

British Car Trial Championship

There was a new name at the top this year as father and son pairing Tim and Charlie Dovey stepped up from regional racing to take on the national challenge. Tim ended the season as the outright winner, while Charlie secured top Junior spot.

The season started in North Wales in April with past Champion Rupert North driving his Suzuki Alto to a double victory on a rocky and deeply muddy course. The next event at Ivinghoe, however, was smoother and drier, and on the narrow, tight hills Tim Dovey used the nimbleness of his two-litre Clio Sport to claim his first win of the season.

A double-header in Somerset saw Tim Dovey and past Champion Barrie Parker share the spoils, setting a pattern that would continue through the remaining rounds in

Telford, Ross on Wye, Yorkshire, and Wales. At the final round in Bridgnorth, the WSSCC Gaby Mohr Trial, Tim Dovey consolidated his championship lead with an outright win ahead of Parker in second.



Photographer: Geoffrey Pickett

The climbing ability of the Renault Clio makes trialling look easy but I found one section where Tim was obliged to work it bit harder...

The 2024 championship is likely to follow a similar format, but with a modified class structure to include a wider range of cars and stages of modification.



BLOOD. SWEAT. CAREERS.

GREENLIGHT
SPORTS MANAGEMENT

Driver & Talent Management

WHAT DO WE DO?

- Career Strategy & Planning
- Performance & Development
- Driver Coaching
- Fitness & Nutrition
- Administration
- Management & Mentoring
- Branding & Content
- Representation & Negotiation
- Sim Training
- PR & Communications

GET IN TOUCH FOR MORE INFORMATION:

MAIL@GREENLIGHTSPORTS.COM | GREENLIGHTSPORTS.COM



Pirelli Welsh Rally Championship

Matthew Hirst and Declan Dear secured a record-equalling third title after another bumper season saw 165 competitors register for the championship. The pair sealed their success with victory in the Wydean Stages Rally in November, mastering the wet, muddy conditions in their Ford Fiesta R5. Simon Rogers secured the runner-up spot after one of his best seasons in his Mitsubishi Evo 6.

Callum Griffiths became the Junior champion, in a Fiesta ST with co-driver William Lewis, after a very close and exciting battle with Sam Mason, who only passed his driving test earlier this year but claimed the runner-up spot and class W4 title with co-driver James Seymour in their SM Autocare Ford Fiesta.

Iwan Roberts Jnr and Daniel Jones won the 2WD title in their Ford Escort G3. Callum Griffiths (first FWD) and Boyd Kershaw (first RWD) were second and third. The opening round of the 2024 Championship is the Get Jerky Rally North Wales on Saturday 16 March.



Photographer: Ben Lawrence

The Monument stage of the Nicky Grist Stages. Finding a safe location for such a big jump meant getting out the longest lens available. Hirst and co-driver Dear jumping their Fiesta R5 so high was truly memorable.

British Drag Racing Championship

Bobby Wallace became the youngest champion since the Pro Modified class began in 2007, driving his US-built Chevrolet Camaro. The 30-year-old's astonishing title-winning car is powered by a naturally aspirated, petrol-burning, 14.8-litre V8, boosted by nitrous oxide. It is Britain's quickest Pro Mod at 5.837sec over the quarter mile.

Wallace enjoyed a rare streak of success that started back in 2022 at the FIA European Finals and saw him reach the final in six consecutive rounds, winning four. His only defeats came in the FIA/Motorsport UK finals to Sweden's all-conquering FIA champion Jan Ericsson. The streak ended abruptly in September, however, with first-round exits at both the European and National Finals – but by then, Wallace had the British championship all sewn up.

Two racers with little previous success also provided standout performances, with Wayne Nicholson making the final in four of the six events, and France's Jean Dulamon scoring his maiden Pro Mod victory at the National Finals.

Next year there is a vacancy at the top of the European scene, with Jan Ericsson retiring after three consecutive FIA championships. At home, eight-time champion Andy Robinson will aim to rebound from a dismal 2023, and perennial contender Nick Davies is set to return in his Pontiac Firebird – Britain's fastest Pro Mod at 249.05mph – after a 2023 sabbatical.

Photographer: Callum Pudge

Bobby Wallace on his way to victory in front of a packed crowd.





British Hillclimb Championship

Wallace Menzies secured his fourth title in another classic season, becoming a member of a very exclusive club and joining Ken Wharton (1951-54) as the winner of four consecutive Championship victories. Twelve run-off wins, with new outright records at both Val des Terres in Guernsey, and Wiscombe Park, showed Wallace's class.

It was a fantastic result for Wallace and his team, ably led by Crew Chief Tom New, considering a car-damaging accident at Shelsley Walsh in August. The team pulled together to deliver a huge repair job and enabled him to finish the season and secure the title.

Wallace's closest challenger, Scott Moran, finished with a flourish, taking two hard-earned victories at Prescott at the start of September and ending up with eight run-off victories in total in his Judd-engined Gould GR59J. Matt Ryder had an excellent second full season in big single seaters, driving the Gould GR59J he shares with constructor Sean Gould, to secure five run-off victories and third place overall, ahead perhaps, of a title challenge in 2024.

Photographer: Stuart Wing

Wallace Menzies on his way to a new hill record – at this superb venue situated in a steep wooded valley.

SBD HSA British Sprint Championship

After a season that comprised 41 run offs on nine different racing circuits, with the best 18 scores counting towards the title, the championship battle came down to the final days of competition at Castle Combe.

Pete Goulding and Graham Blackwell, both driving 1.6T modified Mygale Ecoboosts, were kept on their toes by Steve Miles in a 2.0 Van Diemen all season, and heading into the final run, Goulding had 443 points with Blackwell just a single point behind. The pressure may have got to Goulding, as he forgot to correctly fuel for the 3.3 miles of the Wiltshire circuit when it counted, but despite a splutter out of the last chicane, he took the win by 0.18 seconds to secure the title.

Outside of the top three, the season also saw run-off wins from a wide range of drivers and cars. Simon Bainbridge kicked off at Cadwell in March winning in the wet in his 750bhp Sports Libre, and then won again at Kirkistown and Pembrey. Last year's champion Matt Hillam was now in a 1.4 DJ shared with Steve Broughton, and the two took several run-offs between them. Chris Jones notched up wins at Pembrey and Lydden, in

a 1.0 Force TA, while John Loudon joined the club at Blyton, putting his 1.1 Force ahead of the rest. A one-off appearance by Stewart Robb in a 5.0 Pilbeam showed he had not lost his touch, while Alex Summers secured an impressive four wins at Anglesey in his self-built 2.5 P4t.



Photographer: John Stewart

Pete Goulding pushes through the wet apex at Clark's corner, Knockhill.

Roger Albert Clark Rally 2023

Britain's most challenging special stage rally praised

Huge crowds gathered in Carmarthen for the start of the biennial Roger Albert Clark (R. A. C.) historic rally which would be won or lost on 350-miles of competitive stages set in the legendary forests of Wales, Scotland, and England. With an entry list including top international stars such as Kris Meeke, Osian Pryce, and Oliver Solberg – all armed with feisty Ford Escorts – the competition was fiercer than ever.

It was Irish driver Marty McCormack who won the five-day event, which finished in Carlisle. Speaking at the finish, McCormack said, "Nothing is ever certain on this rally and when I ended up in a ditch on Saturday, I would not have thought that I would have been standing here today, but that's what a rally like the R.A.C. is all about."

Even though none of the top international rally drivers made it to the finish, the Roger Albert Clark is being widely hailed as a great success – with the organisers and volunteers receiving huge praise from crews, fans and all involved.

"We have a senior management team of about 12, a team of about 50 travelling officials and 1,600 volunteer marshals to

manage the five days of the sport," confirmed rally manager Colin Heppenstall. "We've had a record entry and record numbers of spectators, so there is clearly still a big appetite for forest rallying in the UK. All the forestry areas we have visited have been very supportive of the event.

"Roger Clark was synonymous in the golden era of Rallying in the 1970s and '80s, and this is what the event is trying to recreate.

"Roger passed away in 1998, [and] we were looking at resurrecting an old-style rally in the early 2000s, so we approached the Clark family, who were more than happy for us to his name. His middle name was Albert and that just fitted nicely into 'RAC Rally', which is what a lot of spectators call it!

"I look at it as a legacy for the sport, getting the next generation of spectators, competitors, and volunteers into our sport by giving them the opportunity to see rallying as it used to be."

Revolution sends its congratulations to everyone involved in this magnificent classic rally.

Photos: Ben Lawrence



Sustaining a Classic

Tony Jardine and Allan Harryman battled to the end, finishing 66th overall in their 1973 Chrysler Avenger.



With the backing of two eco-conscious sponsors, Traditional Oak and Timber Company, who rescue, treat, and recycle old oak beams, and Coryton who produce sustainable, bespoke fuels, Jardine gave Coryton's SUSTAIN Classic fuel the ultimate test across the forests of England, Scotland, and Wales.



Tribute

Wikicommons



Rosemary Smith

Rosemary Smith, an Irish motorsport icon who became synonymous in the UK rally scene and drove for UK manufacturer Rootes, has sadly passed aged 86.

Smith's incredible motorsport career commenced in the 1950s and 1960s, initially as a rally co-driver. A love for the driver's seat saw a role change and that caught the eye of the Rootes Group's Competition Department who offered her a works drive.

In 1964 she clinched the ladies prize at the Circuit of Ireland Rally and one year later, in 1965, she claimed the outright victory in the Dutch Tulip Rally, competing alongside Britain's Valerie Domleo in a factory-entered Hillman Imp.

She competed in eight Monte Carlo rallies, took multiple victories at renowned stages at the Scottish Rally and finished some of the most arduous long-distance events – the London to Sydney rally in 1968 followed by the 1970 London to Mexico rally.

Alongside her rallying, she was a well-regarded circuit racer, competing at events such as the 12 Hours of Sebring and Goodwood Revival.

Generous with her time and sharing of knowledge, she set up a driving school in the 1990s to support the aspirations of young drivers.

In 2017, at the age of 79, Smith became the oldest person to drive a current specification Formula 1 car, testing the 800bhp Renault Sport F1 at Circuit Paul Ricard in France.

On her passing, Hugh Chambers, Motorsport UK Chief Executive Officer, commented, "Rosemary was a legend of the UK and International rally world, and along with Pat Moss paved the way for women winning world class rallies outright, such as the 1965 Tulip Rally. She was an

effervescent character who will be missed by all in the community."



Wikicommons

With her victory at the 1965 Tulip Rally, Rosemary Smith became the first woman to win a major international rally

Win a copy of the AUTOCOURSE 2023 ANNUAL

AUTOCOURSE™

Five lucky Revolution readers will win a copy of the 2023 issue of AUTOCOURSE from Icon Publishing.

Published each year since 1951, AUTOCOURSE is the definitive Formula One and motorsport annual, printed on high quality gloss art paper, with hardback cover and more than 400 pages of stunning images from the world's leading photographers and editorial from the sport's most respected journalists.



This year's championship was dominated by Red Bull Racing, and in particular Max Verstappen who clinched the 2023 Drivers F1 World Championship as well as the team clinching the F1 Constructors title with several races in hand.

Authors Tony Dodgins and Maurice Hamilton, combining 80 years of F1 expertise, examine each Grand Prix in depth. Full race reports are backed by detailed results, including lap charts and tyre strategies. The nuances of F1's designs and development are analysed team by team by the much-respected Mark Hughes, enhanced by Adrian Dean's handsome F1 car illustrations.

In a single essential volume, AUTOCOURSE provides the most comprehensive record of world motor sport, complete with full results not found anywhere in a single volume.

Icon Publishing have **FIVE** copies of this year's edition up for grabs. To be in with a chance to win, email your answer to the following question to enquiries@iconpublishinglimited.com using the Subject Line of **Revolution Competition**. The competition closes at midday on December 18th.

Where are the 2023 Formula One Drivers & Constructors' World Championships, Oracle Red Bull Racing based in the UK?

- A) Woking
- B) Silverstone
- C) Milton Keynes
- D) Grove

The five winning entrants, with the correct answer, will be chosen at random, and sent a copy of the AUTOCOURSE 2023 ANNUAL, which will be despatched from December 19th.

If you are not one of the lucky winners, you can still enjoy this year's AUTOCOURSE with a 20 per cent discount + FREE UK postage. Simply visit the Motorsport UK Member Benefits page to purchase yours today.

UNLEASH A WORLD OF PERFORMANCE

Link designs state-of-the-art engine management systems to deliver unparalleled performance gains, and maximize power and efficiency in motorsports across the globe.



Patrick Müller, Evo 9 (Link G4X FuryX)
European and German Time Attack Champion



Frank Kelly, Escort Mk2 (Link G4X XtremeX)
UK 2WD Champion, ANICC Driver of the Year 2013



Andy Duffin, RX7 (Link G4+ Thunder)
Circuit and Endurance Racing Legend



Ahmad Daram, Lexus RV (Link G4+ Thunder)
Drift Champion, World Record for longest twin drift



Krazy Kelly, Hemi (Link G4X XtremeX)
Drag Legend, No-Prep Series organiser



Todd Crooks, Mini Cooper S (Link G4+ Xtreme)
MSA British Rallycross Championship racer



Link have solutions for every need from standalone ECUs, to sensors, data, power management, looms and dashes, plus the world's largest range of plug-in ECUs for major performance engines.

Contact your local Link Reseller or our 24/6 Sales and Tech Support Team to get expert advice on your next build.

Find out more at linkecu.com



A tour of the NEOM McLaren Electric Racing's race bays

McLaren Racing welcomes Girls on Track UK to its flagship DE&I programme

Girls on Track UK has announced a new partnership with McLaren Racing. We are really excited about this partnership and the incredible opportunities it will create for our Girls on Track UK Community members.

McLaren Racing Engage, the team's flagship Diversity, Equity & Inclusion (DE&I) programme, is adding Girls on Track UK in its roster of strategic partners to foster a more diverse and inclusive culture in motorsport. Girls on Track UK will join McLaren Racing Engage's other strategic partners to drive meaningful and sustained change in the industry, including Creative Access, Path to the Pits, Smallpiece Trust, and Women's Engineering Society.

Diversity, Equity & Inclusion is a key pillar of McLaren's Sustainability Strategy, and the team wants to be the most diverse and inclusive team in sport, setting a target of 40 per cent of its people to come from underrepresented groups by 2030. McLaren has already made some great progress towards this, with 36 per cent of new starters hailing from underrepresented backgrounds in 2023 alone.

Kate O'Hara-Hatchley, Head of Diversity, Early Careers & Development, McLaren Racing, said: "We're extremely proud of our McLaren Racing Engage programme, the first of its kind in F1 when we launched it. Driving an inclusive and diverse team is an ongoing process, but something we are

committed to for the long-term together with brilliant partners such as Girls on Track UK."

Just last month 48 Girls on Track UK Community members (aged 18-24) visited the NEOM McLaren Electric Racing HQ at Bicester Heritage for a behind-the-scenes tour. Around 150 members applied for the opportunity, and from this 48 were selected. This group of 48 community members were all either studying in further education, or had plans to, and between them had a real mixture of areas of interest. Many were studying on Engineering and STEM-based courses, while a large number were also interested in media, communications, and marketing within the motorsport profession.

The aim of the day was for the Girls on Track UK visitors was to:

- Learn more about electric racing,
- Meet staff from a range of roles within the McLaren team,
- Connect and network with similar age groups and interests from the community,
- Find out more about the McLaren early careers opportunities

It is hoped that this group of aspiring students will be able to visit to the McLaren Technology Centre in Woking next year, to learn more about the career opportunities at McLaren, such as its Graduate Programmes and Internships.



Mary Aldersley discusses race logistics



Christian Dixon, Head of Partnerships and Sustainability for NEOM McLaren Electric Racing



Wave Lynx Simulator

Your turnkey station. Just focus on your performance

WAVE ITALY
IMMERSIVE RACING



Wave Lynx, your professional and complete sim-station, perfect for high-performance sim racing which is immediately ready and customizable. A static sim designed for a small space which allows you to have the best experience for Sim Racing in both Formula, GT and prototypes

For any further information about the Wave Lynx or other models please use the contact information below or search for waveitaly.com

Email: ryan.hall@waveitaly.com
Phone: 01844 211080
Mobile: 07557560271



WAVE ITALY
IMMERSIVE RACING

Sailing to Success

DFDS is proud to be the Official Travel Partner of the British Rally Championship

Having been voted the World's Leading Ferry Operator for the 12th year running, DFDS knows how to deliver world class customer service. With up to 54 sailings daily on the English Channel, you can choose to travel from Dover to either Calais or Dunkirk, before hitting the road to reach your destination in Europe. Take advantage of huge savings when you shop Duty Free onboard in our Sea Shops and in store in the DFDS portside stores. There are two Duty Free shops at Calais and Dunkirk, making it easier than ever to stock up on your favourite brands and save up to 50 per cent when compared to UK high street prices. The DFDS Reserve & Collect service makes the process easier than ever, allowing you to swing by the portside stores before boarding your return ferry, and your shopping will be waiting for you to collect. Motorsport UK members can now get 10 per cent discount on ferry travel between Dover and Dunkirk or Dover and Calais.

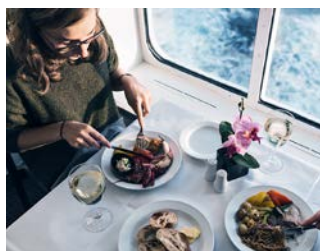
As DFDS ports are in Northern France, close to the Belgian border, you can be sure to arrive on the continent within driving distance of your favourite destinations. Bring your

car onboard and arrive in France less than four hours' drive from Spa-Francorchamps. You can also reach the German border in about four hours by car or travel further north to the Netherlands.

Go further, stay longer

On the North Sea, DFDS offers a daily overnight service from Newcastle to Amsterdam. Set sail at 5pm and enjoy onboard entertainment, a choice of restaurants as well as bars with live music, and arrive refreshed the following morning for your onward journey in Holland. Motorsport UK members enjoy a 15 per cent discount on cabin and vehicle fares on the Newcastle-Amsterdam service. There are Duty Free savings onboard, where you can buy your favourite brands of alcohol, cosmetics, perfumes and more.

Take a short break to the Dutch capital and enjoy a two-night adventure to Amsterdam. DFDS's exclusive mini cruise offer includes two nights onboard the ship, with breakfast included on your outbound journey, and bus transfers to and from the city centre. Once you disembark in Holland, you will be taken into the city centre where you'll have six hours to explore to your heart's content. Make the most of beautiful canals, incredible Dutch cuisine and fascinating museums, and more. Enjoy a second comfortable overnight sailing back to Newcastle and be sure to take advantage of the Duty-Free discounts in the onboard shops. For Motorsport UK supporters, DFDS offers a fabulous 33 per cent discount on cabin rates.





McKeown pips Mutch in nail-biting finale

The final round of the 2023 British F4 Esports Championship was set to be a barnstormer, with the top two competitors level on points ahead of the Brands Hatch GP finale (after post-race penalties had been applied).

In Round 7, Luke McKeown and Gordie Mutch had moved clear of mid-season leader Peter Berryman, with the Northern Irishman requiring a big slice of luck at Brands to seal the title. Although McKeown held a slight points advantage going into the event, it meant nothing considering the pace and strength-in-depth of the British F4 Esports field, complimented with a partially reversed grid for Race 2.

As a result, the points battle featured several twists and turns throughout Round 8 – matching the sweeping nature of Brands Hatch’s GP loop – and setting up for a dramatic conclusion to the championship battle.

Race One

In qualifying Stanley Deslandes headed team-mate Mutch on the front row of the grid. They were closely followed by the Stormforce Racing ART pair of Berryman and McKeown, with the in-form Moreno Sirica of Williams Esports just behind in fifth.

The first four remained fixed in the opening stages before Mutch made a move down the inside of Deslandes at Westfield Bend. Berryman, ever the opportunist, followed the Scotsman through into second, desperate to claw back some ground on his championship rivals.

While fighting back, Deslandes was unfortunate to tap the rear left wheel of Berryman at Paddock Hill Bend, delaying

both and allowing McKeown into second. The chasing Sirica subsequently dove down the inside of Deslandes at Druids, sending him off.

McKeown seized the lead of the race and was followed by his team-mate as Mutch dropped to third. On the final lap, Berryman launched a decisive attack on McKeown for the lead, eventually making the move at Sheene’s. Mutch tried to capitalise, but McKeown held him off at the line.

With victory in Race One, Berryman had kept his slim championship hopes alive, and with the reversed grid draw putting him sixth for Race 2, it was very much game on. Just four points separated McKeown and Mutch in the crucial battle for top spot.

Race Two

Stanley Deslandes started from pole position, eager to take his first win of the campaign. For Berryman, however, his championship hopes were dashed on lap one after an off at Hawthorn Bend.

Mutch and McKeown were third and fourth respectively, until Mutch made a bold move around the outside of Josh Lad at Hawthorn. The pair ran side-by-side through Westfield Bend and Dingle Dell before Mutch eased through at Sheene’s – impressively brave given this now moved the Lockerbie-based driver into a championship-winning position.

Even better for the Scotsman was that his team-mate Deslandes was the only other driver ahead of him, potentially offering more points if he moved aside.



Things looked worse for McKeown as Ted Bradbury overtook at Druids after an aggressive dive into Paddock Hill Bend. McKeown now had the recovering Berryman for company just behind.

Bradbury tapped third-place Lad on the exit of Clark Curve, which allowed McKeown back ahead, but another Bradbury lunge soon reversed the positions again. After a thrilling battle between all four protagonists, McKeown was able to squeeze ahead of Lad before making a firm move stick on Bradbury.

Bradbury re-passed McKeown quickly, but a poor run out of Stirling's allowed both McKeown and Berryman through as the race concluded. With Mutch gaining a point for fastest lap both he and McKeown were dead level in the standings. McKeown would clinch the title on countback thanks to more fifth-place finishes.

Final Driver Standings

1st	Luke McKeown	Stormforce Racing ART	244 points
2nd	Gordie Mutch	JHR by 29 eSport	244 points
3rd	Peter Berryman	Stormforce Racing ART	222 points

Final team standings

1st	Stormforce Racing ART	466 points
2nd	JHR by 29 eSport	340 points
3rd	Williams Esports	215 points

At this point if Deslandes allowed team-mate Mutch to take the win, then Mutch would be champion. However, this did not happen, and McKeown was confirmed as champion as he crossed the line in third.

JHR by 29 eSports could console themselves with a dominant one-two finish in the final race of the season. It certainly bodes well for 2024, but it will take some effort to wrest the crown from 2023's dominant team, the Stormforce Racing ART outfit of McKeown and Berryman.

www.fiaformula4.com/esports



Moore and Amor on top of the FF1600 table

Henry Moore stamped his authority all over the championship by claiming pole position for the final round. The race quickly settled into a dramatic seven-way fight for the lead, with Moore, Cooper and Amor joined by Isaac Phelps, Connor Skudal, Simon Ball and Ronnie Smith, with Brands Hatch's Grand Prix loop lending itself well to close slipstreaming battles.

However, the race win came down to a head-to-head fight between Amor and Moore on the final straight, with Moore edging ahead by just 0.005s at the line after a scintillating battle, cementing his position as the inaugural UK FF1600 Esports Cup champion.

For the reverse grid second race, Amor and Moore started seventh and eighth respectively with Leigh Britten in pole position. Within four corners Ronnie Smith had made his way to the front with both Moore and Amor hitting trouble on lap one. Smith and Jack Badger made a significant break at the front of the field, with Moore collecting a wayward car on the racing line. He pitted for repairs, but his race was effectively over. Smith managed to hold on out front, though, securing third in the championship.

As champion and vice-champion, Moore and Amor are guaranteed to be on the British F4 Esports Championship grid in 2024. And with Moore's incredible 2023 form catching the eyes of several top teams, a championship push cannot be ruled out.





Bicester Performance Centre offers a diverse range of training programs

Unlock Your Team's Full Potential at Bicester Performance Centre!

Are you ready to take your team to the next level? Look no further than Bicester Performance Centre – the ultimate destination for athletes seeking to maximise their potential and dominate the competition. Its state-of-the-art facility, world-class coaching staff, and comprehensive training programmes are designed to elevate your team's performance to new heights.

Unleash the Power of Performance

The team at Bicester Performance Centre understand that success is not just about raw talent; it's about consistent hard work, effective training, and optimising every aspect of your team's performance. The centre is fully equipped with cutting-edge training equipment and provides an environment where your team can push their limits and achieve extraordinary results.



Customised training plans to address your specific requirements

World-Class Coaching Team

The experienced and highly qualified coaching team is dedicated to helping your team reach its full potential. With expertise across a wide range of sports, the coaches will tailor training programs specifically to your team's needs, focusing on skill development, strength and conditioning, injury prevention and nutrition. They will guide and motivate your team every step of the way, ensuring everyone is equipped with the tools and knowledge to succeed.

Comprehensive Training Programs

Bicester Performance Centre offers a diverse range of training programs designed to enhance every aspect of your team's performance. Whether you're looking to improve speed, agility, endurance, or team cohesion, its customised training plans will address your specific requirements. From intense strength and conditioning sessions to sport-specific drills, we leave no stone unturned in helping your team gain a competitive edge.

Elevate Team Cohesion

We believe that strong team dynamics are essential for success. Alongside individual training, Bicester Performance Centre offers specialised team-building exercises and activities to foster camaraderie and enhance collaboration. The goal is to create a cohesive unit that performs seamlessly together, both on and off the field.



Bicester Performance Centre is easily accessible for teams from across the region. With ample parking, excellent transport links and easy access to the M40, you can focus on what matters most – unlocking your team's full potential.

To learn more about Bicester Performance Centre and how it can support your team's journey to greatness, explore the facilities, meet the coaching team visit www.bicestergym.co.uk

Bicester Hotel Golf & Spa, Chesterton, Bicester, Oxfordshire, OX26 1TH 01869 241204



Formula E wins Net Zero Strategy Award

Formula E's world-leading net zero carbon strategy has won the edie Net-Zero Award, reaffirming the championship's position as the most sustainable sport on the planet.

Formula E's net zero carbon strategy was commended for its ambition in reducing overall emissions in the ABB FIA Formula E World Championship by 45 per cent by 2030. Formula E remains the only sport in the world to be net zero carbon from inception in 2014.

Since making the commitment in 2020, when Formula E became the first sport to have its emissions reduction targets validated by the Science Based Target Initiative (SBTi), it is more than halfway to achieving the 2030 target across Scopes 1, 2 and 3, having reduced championship emissions by 28 per cent in just three years.

The first race of Season 10 of the ABB FIA Formula E World Championship takes place in January, in Mexico City, marking a decade of world lead sustainability initiatives.

“With ten years of racing under our belt our mission is not only to remain the most sustainable sport on the planet, but to inspire and encourage other sports and sectors to do more and move faster.”

Julia Palle, Vice President, Sustainability, at Formula E

Double success at BASIS Awards

Extreme E won two prestigious accolades at the third Annual British Association for Sustainable Sport (BASIS) Awards last month. Extreme E received the Strategic Leadership Award, while the championship's Social Impact

and Fan Engagement Strategist, Naganethra Reddy, won the highly coveted Rising Star Award. Extreme E's double success at this year's celebration of sustainability in sport reinforces the series' strong environmental performance.



Extreme E received the Strategic Leadership Award, and Naganethra Reddy, the championship's Social Impact and Fan Engagement Strategist, won the Rising Star Award



DPR wins Sustainable Business Award

Caterham Motorsport team DPR were delighted to be unexpectedly awarded 'Sustainable Business of the Year' at the Reigate & Banstead Business Awards 2023 ceremony held at Reigate Manor. "Engineering excellence is front and centre of everything we do," says Derek Rowe, owner at DPR. "The judges recognised the self-same engineering analysis that we apply to Caterham sports cars for road, track or race underpinned our approach to reduce our carbon impact through our green investment in solar PV and building improvements in insulation, LED lighting and rainwater harvesting."



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



2024 Organising Permits now available

Motorsport UK Registered Clubs who have completed their registration for 2024 can now apply for Organising Permits in support of their 2024 events. A guide on how to create a Permit can be downloaded from the Motorsport UK Resource Centre.

An Organising Permit is written authority to organise and hold an event, issued by Motorsport UK to Registered Clubs. The Permit includes Public Liability Insurance (PLI) which protects the Club, Competitors, Officials and Landowners. The Motorsport UK master insurance PLI policy provides third-party cover to a maximum of £100m for any motoring event run under a Motorsport UK Permit. Motorsport UK receives around 5,000 Permit applications each year, which are added to the Fixtures and Permits National Calendar, and are issued for around 2,000 venues including 200 licenced venues. This includes Authorisation under the Motor Vehicles (Off Road Events) Regulations 1995 (as amended). The British Automobile Racing Club (BARC) is one of the most active clubs, with around 90 Permitted Events each year.

Motorsport UK also issues Permits for practical and classroom marshal and official training, as well as Demonstration Events, such as the Stage Rallies at Brunton and Weston Park. In 2023 Motorsport UK issued 101 training Permits and has seen an increase in Demonstration Events.

Online Permit applications are available through the Motorsport UK members area, login details are usually held by each Club Secretary. Permit applications are reviewed by the Competitions and Clubs team and are issued within 72 hours of submission. Copies are also available to download from the

Fixtures and Permits area of the members site. After each event Clubs must declare the number of competitors who signed-on and were in attendance, and return the Permit, however this can also be done digitally by logging into the members site and using the online payment facility.

Clubs can also apply for Certificates of Exemption. Certificates and events including 12 Car Rallies and Navigational Scatters are pre-pay, and paid during the application stage.

From 2024 all online applications for Clubman events will require Supplementary Regulations to be uploaded in PDF format (5MB limit).

For further advice, or more details on Permits and Certificates of Exemption, please email competitionsandclubs@motorsportuk.org



Max Earey

Marshals' Acquired Rights scheme extended

Motorsport UK is pleased to announce that the closing date for applications under the Acquired Rights Scheme has been extended. This is to allow Marshals to obtain any missing modules during the forthcoming training season. Please note that all paperwork must now be submitted to Motorsport UK by 31st March 2024.

Full details on the process can be found [HERE](#)

There has been a fantastic response to the Acquired Rights Scheme and, since it was launched in September 2022, 290 Marshals have been recognised by a more suitable grade of registration.

After March 2024, there will be no future extensions to the Acquired Rights Scheme and the standard Marshals Pathway must be followed for upgrades. Please remember that the Acquired Rights Scheme should not be used as an attempt to avoid assessments to upgrade. Every upgrade submitted under the Acquired Rights Scheme will be looked at individually. For further questions on this, and any other Marshal related question, please email marshals@motorsportuk.org



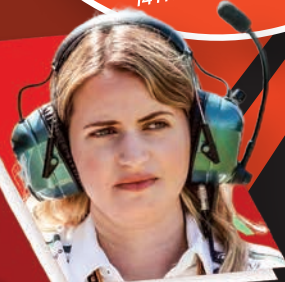
 **AUTOSPORT**
INTERNATIONAL

A24

11 - 14 JANUARY 2024
NEC BIRMINGHAM

**£15
OFF
YOUR
TICKET**

VISIT - [AUTOSPORTINTERNATIONAL.COM](https://www.autosportinternational.com)
USE CODE **A512024MOTORSPORTUK**
TICKETS ARE LIMITED.
BOOK BEFORE
14TH JANUARY 2024



[AutosportInternational.com](https://www.AutosportInternational.com)



The Scottish Rally Championship 1980-1989

John Fife
Fife Motor Sports Agency
 £35 (£40 including P&P)

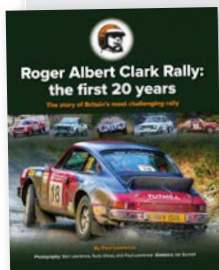
This is the first of six planned books documenting the history of Scotland's premier national motor sporting competition, the 'Scottish Rally Championship'.

John Fife has been writing and reporting on motorsport for over fifty years. The principal idea behind the books is to provide a permanent record of the impact that Scottish rallying and its star drivers and co-drivers have had on the sport, not just UK-wide, but world-wide.

Scotland's four world rally champions, Louise Aitken-Walker, Colin McRae, Derek Ringer, and Robert Reid all started their careers through this national competition. The first book covers the decade 1980-1989 and includes previously unpublished information and photographs from Colin McRae's early years in the sport. As such this book will appeal to a wide rally-fanbase.

Work has already commenced on the next book, covering 1990-1999, and will include more previously unpublished material.

<https://fife-motor-sports-agency.square.site>



Roger Albert Clark Rally: the first 20 years

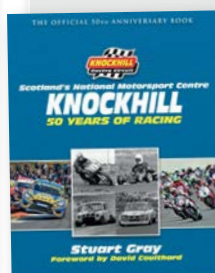
Paul Lawrence
TFM Publishing Ltd
 £25 (pre-order discount)

This is the story of Britain's most challenging special stage rally for a generation.

Roger Albert Clark Rally has run 15 times. It is an event that has no rival as it recreates a golden era of rallying in the UK when the original RAC Rally was a multi-day test for every competitor. Since it first ran in 2004, the Roger Albert Clark Rally has grown in stature, and now has huge competitor interest, big crowds, and a vast online following.

The 2023 event was the biggest and toughest yet, covering 350 special stage miles in the forests of England, Scotland, and Wales. This book will bring back fabulous memories, as well as serving as the definitive record of the first 20 years.

www.tfmpublishing.com/roger-albert-clark-rally-the-first-20-years



Knockhill - 50 Years of Racing

Stuart Gray
Black and White Publishing
 £35 (+P&P)

From its humble and challenging beginnings in the 1970s, Knockhill Racing Circuit has evolved and developed to become the modern, fully-

equipped racetrack. Over the years Knockhill has seen its share of thrills, spills, and action, all now captured in this beautifully presented and informative official 50th anniversary book. This is the story of Knockhill's journey reliving legendary moments, incredible action, and motorsport triumphs.

Knockhill relives the racing exploits of so many of the greats, from Colin McRae and David Coulthard to Niall Mackenzie and Steve Hislop, and legends like Sir Stirling Moss, John Cleland, Louise Aitken-Walker, and Gordon Shedden, among many others. It is the perfect way to celebrate the 50th anniversary and look forward to fifty more amazing years of motorsport at Knockhill.

www.knockhill.com/events/50-years-of-racing-book



Remember: Renew your licence for 2024

Motorsport UK licence holders gain access to our growing Member Benefits Programme, providing exclusive discounts and offers from major retailers and automotive partners such as Halfords, and access to discounted pump fuels among many other benefits.

Members who renew before the end of the year, will automatically qualify for a free 12-month tastecard*, worth £29.99. You can find full details by clicking on the 'Member Benefits' tab after logging in to the Motorsport UK website.

Call **01753 765 000** or email membership@motorsportuk.org to get in touch.



RACE



RALLY



KART

demon tweeks

THE WINNING CHOICE FOR MOTORSPORT EQUIPMENT

No matter if you're racing, rallying, karting or sim racing 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



RACE FUEL



SEATS & HARNESSES



KARTWEAR AND PROTECTION



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



AUTOSPORT
INTERNATIONAL
A24
11 - 14 JAN

ADVERTORIAL



**£15
OFF
YOUR
TICKET**

Get £15 off your ticket with an exclusive Motorsport UK offer before the 10th of December.

See James Calado at Autosport International

Motorsport UK members get £15 off tickets with code **ASI2024MotorsportUK** when booking at www.autosportinternational.com*

Show organisers have announced the presence of the Le Mans winner James Calado, and his race-winning Ferrari 499P at Autosport International 2024. The British racing champion joins Guenther Steiner, Team Principal of F1 Team Haas who will be opening the event to the wider public on Saturday 13th January, and appearing on the main Motorsport Stage for a special interview and Q&A session.

The news comes as part of a big refocus on all things motorsport for 2024, with an emphasis on competitive racing series and championships. The refresh for 2024 sees the creation of a dedicated pavilion area for karting, taking the motorsport focus from the grass roots right up to the elite competition of Formula 1. Racing fans were excited to hear the confirmation of the presence of the British Touring Cars Championship, with star drivers and cars to be announced soon.

Everyone here at Motorsport UK will be looking forward to meeting you at their show stand in Hall 3, where you will be able to renew your licence for 2024, meet British

champions, and learn more about starting or progressing your own journey into motorsport. We look forward to seeing you in January.

Autosport International is known as 'the meeting place for motorsport', and you are invited to join like-minded industry professionals and motorsport enthusiasts to see an unmissable combination of cars, stars, and live action.

A24 is made up of four great shows under one roof, with dedicated halls for Motorsport, Engineering, Performance and Tuning, and the famous Live Action Arena. In Halls 3 and 3A you will find major exhibitors from all sectors of motorsport including trade, technology, national motor sport and racing sims. Plus look out for Car Clubs, manufacturer displays, and an exciting range of motorsport merchandise.

Tickets are now on sale at autosportinternational.com, and we invite Motorsport UK Members to make the most of our £15 off ticket discount offer.

**Numbers are limited so please book early. (Proof of MUK licence is required on entry)*

**MOTORSPORT
ENGINEERING
PERFORMANCE
LIVE ACTION**

AUTOSPORT
INTERNATIONAL
A24

11 - 14 JANUARY 2024
NEC BIRMINGHAM



Member Benefit of the Month

Having RAC Breakdown Cover means help is at hand 24/7 if your vehicle breaks down in the UK. You can get cover from just £4.49 a month for Roadside – giving you complete peace of mind for less. And if you need more cover, you can choose either Roadside & Recovery or Roadside, Recovery & At Home.

These packages are also suitable for electric and hybrid vehicles, motorbikes and more. Out of charge? The RAC's award-winning EV Boost vans can give you a 10-mile boost to get you to the nearest charge point.



Motorsport UK Members offer
 £4.49 for new, single Roadside only cover.
 Login to the **Member Benefit** area to join today.

Racer Neil Glover is rowing the Atlantic



Historic Sports Car Club racer Neil Glover and mountaineer and explorer Jason Black will row 5000km completely unsupported across the Atlantic Ocean from Marina Rubicon in Lanzarote, Canary Islands to the Jolly Harbour in Antigua, raising money for Race Against Dementia.

The team has partnered with Race Against Dementia founder, and three-times Formula One World Champion Jackie Stewart, OBE, to help win the race against dementia. A target has been set to raise £1 Million on the transatlantic row, and the team needs your help.

Join them and Race Against Dementia to collectively help talented research scientists continue to seek preventative treatments and cures for dementia.

The team will also carry out important environmental studies, collecting daily Marine research data for the Michigan state University to help better understand the micro plastic pollution problem in the Atlantic Ocean. They will broadcast daily reports and are hoping to connect with schools and classrooms from either side of the Atlantic Ocean, explaining how they are dealing with the daily challenges,

what marine life they are engaging with, and what life is like at sea for 50 days.

To support the team and win the Race Against Dementia, go to www.justgiving.com/page/destinys-tide – and donate today.



Paul Lawrence

Neil Glover racing with the HSCC



2024 – NOW IS THE TIME TO PREPARE!

Get your finance sorted for next season

As the 2023 season draws to a close after what seems to have been a very fast and turbulent year, now is the time to reflect on the season's expenditure and what you may need for next year. The capital outlay for any team, can be and often is expensive and a juggle even for the best funded organisations. If you have a well-established business with a strong financial backing, you will no doubt be aware of how your capital can be easily absorbed, putting strain on your cashflow. Unexpected events such as serious car damage can obviously impact your projected budgets.

Motorsport at all levels is inherently expensive and any unforeseen circumstances can and often knock a team off course. Being well funded and well prepared is the key to ensuring a season with minimal disruption. At this time of year, your focus will be in finding a paying seat for 2024 which will generate the needed income to go racing. Before any contract is signed, this can be a drawn out and volatile

time as teams attempt to encourage the drivers who bring in the most money. To do this means you have to have an attractive and well set up team and modern facilities to support your drivers into podium positions.

As the supporting finance partner of Motorsport UK, Classic and Sports Finance has developed a diverse mixture of funding packages for all aspects of motorsport. From asset purchases large and small, to the realisation of capital from assets currently owned. You may not realise the value of your equipment, which could be currently unencumbered and used to raise that ever-valuable operating capital. From the purchase of cars to equipment at whatever level, Classic and Sports Finance offers an open discussion to learn how it can help your business.

Talk to Classic and Sports Finance about its market competitive and innovative packages today.

MOTORSPORT
CLASSIC & SPORTS
FINANCE



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

Invitation to Young Officials Sub-Committee

Motorsport UK is pleased to announce a new Young Officials Sub-Committee – launching in 2024. The new sub-committee will advise Motorsport UK on important issues relating to a part of the community that has previously been under-represented. This sub-committee will be instrumental in the development and implementation of training and recruitment initiatives for both Cadet Marshals and Young Officials, and consequently, this Sub-Committee will play a key part in Motorsport UK's future strategy for Officials and Volunteers.

Young and enthusiastic members of the motorsport community are invited to apply for a place on this new sub-committee. This exciting opportunity is open to any individual, between the age of 18 to 35 years old, that carries out marshalling, officiating or event-organisational roles within UK motorsport.

The Sub-Committee will meet on three occasions in 2024:

- Wednesday 27th March
- Thursday 27th June
- Wednesday 23rd October

If you are aged between 18 and 35, and wish to be a part of shaping the future of UK motorsport, please send the following to committeeinterest@motorsportuk.org

- A Motorsport CV, outlining your relevant experience in motorsport and any other relevant information/qualifications
- A covering letter, explaining why you should be a part of the Sub-Committee, including your meeting date availability in 2024.

Please ensure that you submit your application by no later than 5pm, 31st December 2023.



Max Earey

Safety on the Ranges

Throughout each year, Motorsport UK clubs visit around 150 Ministry of Defence (MOD) owned venues to run their club motorsport events. For 2023, and in to 2024, the MOD has increased the training exercises it is running for our troops and military personnel, and this is reducing the availability of some MOD sites for motorsport use.

In response to this, Motorsport UK is already working with many Military Liaison Officers (MLOs) to explore alternative sites and other forms of access for motorsport on MOD land.

The MOD encourages public access but only when and where it is safe to do so, and would ask that activities are appropriate and respect the ongoing preservation and sustainability of the training estate. For any member of the public accessing MOD land, it is essential that they observe the signs. Don't enter an area where there's a red flag flying and respect the training area for what it is. There are online timetables that you can check before you head out – see www.gov.uk/government/organisations/ministry-of-defence/series/firing-notice for more information.

Check out this explosive video for further details



DON'T ENTER AREAS THAT ARE PROHIBITED

STICK TO THE PUBLIC PATHS

ALWAYS CHECK LIVE FIRING TIMES



**Fast Search.
Fast Sales.**
Fuelled by Passion.

**Motorsport
Showroom**

The online marketplace for buying and selling all things motorsport



BROWSE



motorsportshowroom

SELL



PROUDLY PARTNERED WITH



MOTORSPORT UK CHRISTMAS GIFT GUIDE

Presented by GARMIN®



£899.99

Garmin Catalyst

Garmin Catalyst™ is an industry-first racing coach and driving performance optimiser that's changing the world of motorsports. It mounts in the cockpit to gather your performance data and provide real-time audible coaching. Immediate session analysis helps drivers of all levels achieve their full track driving potential.



10% off

Wera Tools

10% off the full range

Wera Tools is a global tools' specialist that firmly believes its tools make life simpler, safer and "full of joy" for users. Motorsport UK members can get an 10 per cent additional discount off all ToolManiac online prices.



£15 off

Autosport Show International

11th – 14th January 2024

Enjoy £15 off tickets with code **ASI2024MotorsportUK** From grassroots to F1, from live action to inspiring speakers, you won't want to miss the return of Europe's largest motorsport show. Join us to kick-off the 2024 season.

SHARE YOUR
PASSION

Black
Friday
offers

Motorsport UK Starter Pack

Give the gift of motorsport. Motorsport UK Go Karting, Go Racing and Go Rallying Starter Packs are the first step in getting behind the wheel. Packs include an instructional film, digital copy of our Yearbook and all the information you need to get started.



£370

Omologato

Dakar Chronograph – Rally

The Dakar that's doing the Dakar. Authenticity matters with everything Omologato does. The Dakar has a 42mm Stainless Steel case with robust IP plating. A matt-black dial with Super Luminova, and flat sapphire glass with anti-reflective coating. It is water resistant to 10 atmospheres.



£1399.99

Garmin

Marq Athlete

MARQ Athlete is the luxury modern tool watch tuned to separate you from your rivals. No other modern tool watch with smart features shows recovery time and VO2 max scales on the bezel, delivering a snapshot of your performance and progress. Tirelessly pursue victory, with up to 12 days on a single charge.



25% off

OGIO

25% off for Motorsport UK Members

OGIO is the official luggage partner for the Formula 4 and British Karting championships, and as Motorsport UK members you can benefit from 25 per cent discount on OGIO products. The Renegade PRO backpack is the perfect product for a race meeting with superb organisation, great protection to help take your life on the go.

zamp
HELMETS.EU



10% off

Zamp Helmets

10% off with code Motorsport10

Zamp offers a range of motorsport and karting helmets that boast incredible quality at a hugely competitive price. FIA, SNELL and CMR helmets available with a range of fantastic accessories and visors.



15% off

Probite Disks & Pads

15% off complete range

15 per cent off complete range with code **MOTORSPORTUK15** - Probite is a British brand created from over 60 years of experience in braking and friction manufacture and run by a team of motorsport and vehicle enthusiasts who are proud to support Motorsport UK.



10% off

Black Circle Coffee

10% off entire range

Its Christmas time, and Black Circle Coffee, partners to the ROKiT British F4 Championship, is giving all Motorsport UK members 10 per cent off with the code **MOTOR10** when ordering via www.blackcirclecoffee.co.uk

Motorsport UK Academy Round-up

The Motorsport UK Academy has continued to build some of Britain's brightest future stars this season, with its success celebrated through the crowning of 11 Champions and two Vice-Champions.

The four different programmes provide drivers and co-drivers with a range of motorsport skills, ranging from fitness and nutrition to PR and marketing, and its 2023 champions cover a wide range of disciplines including Rallying, Sportscars, Single-seaters and Rallycross.

Revolution caught up with many of the title winners to find out more about their success.

Jon Armstrong

Academy Programme: Team UK

Champion: ERC3 European Rally Driver's Championship



I had a strong relationship with M-Sport Poland from competing in Junior WRC and had also been involved in development of the Ford Fiesta Rally3, so I was asked to debut the Rally3 Evo in the ERC3 Championship. I partnered with Cameron for most of the season, we netted some solid points in the opening rounds and it just got better and better.

The Academy helped me to prepare well and not overthink things and the support on fitness and diet improved my performance over long rally weeks. We won the title at Rally Di Roma Capitale, but it felt strange because I was declared Champion before the event started as my closest rival did not enter – so I was actually spraying champagne before the start ramp!

Red Bull Content Pool





Ella Lloyd

Programme:
Team UK Futures
Vice-Champion: Ginetta GT5

Having competed in Ginetta Juniors last year in what was my first season of racing, it made sense to make GT5 Pro my next step. I joined Xentek Motorsport because they are a Championship winning team and the first weekend went particularly well – I won the first two races from pole and set the fastest lap!

I worked hard with the team and my coach, going through data after every session and race and also worked on my endurance to help my concentration. The Academy also gave me a lot of tools and knowledge to use, including fitness, nutrition, sleep training and sport psychology. Through the season I managed to win races in six of the eight rounds.



Dom Gibbons

JEP



Tom Mills

Programme:
Team UK Futures
Champion: GB4

I made my GB4 debut last year and having won some races I decided to continue. I was not expecting to do the full season, but when I took double pole, a win and a second place in round one, I was leading the championship and we decided to continue and try to keep the momentum throughout the season.

The Academy training really motivated me to work harder off track and I won the title at Brands Hatch with one round to go. In that race, I did not know whether I was in a title-winning position, so I just kept trying to move forward while minimising any risks. It was only when I came around the final corner and saw all the team cheering that I knew I had done it.



JEP

JEP



Tom Ovenden

Programme: Team UK Futures
Champion: Mini Challenge

When my family and I decided to take on the challenge of circuit racing three years ago, I never thought I would get to this position. To win this year felt absolutely unreal. We had a rollercoaster of a year, but we managed to keep the results ticking over to claim the title come the finale at Brands.

It was amazing to win, not only for myself but for the incredible EXCELR8 motorsport team, who have worked so hard to get this position. The team is amazing to be a part of and it has definitely been a year to remember, something I will cherish forever.



motorsport insurance specialists



On-Track Accident Damage Cover
Motorsport Commercial & Liability
Road Insurance for Rally, Race, Sports,
High Performance & Modified Cars
Insurance for Event Organisers
Personal Accident & Travel
Storage & Transit Cover for Non Road
Legal Vehicles

0115 965 1040

On-Track Accident Damage
Motorsport Vehicles,
Competition and Sports Cars

0115 965 1050

Commercial Policies,
Liability Cover and
Personal Accident



www.reis.co.uk
contact@reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.
Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).
Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.



Will Ovenden

**Programme: Enhanced DiSE
Champion:
BTRDA Junior Rallycross**

This was my final season in the Junior category, so we put a lot into it this year. I was in a team with my dad and we spent a lot of time in the workshop. I used a lot of skills from my Academy course to help me win the title – particularly the eSports, motor vehicle and sport lessons. It really helped me prepare mentally and physically, which I found hard in the past.

It all came down to the very last round and in the end, I finished just ahead of second-placed runner Tyler Mcalpin. That made the feeling of victory even better when I crossed the line! It was a surreal moment and I came through punching the air with joy. There is nothing quite like that feeling!



CREDIT

Callum Voisin

**Programme:
Team UK Futures
Champion: GB3**



I was with Carlin (now Rodin Carlin) in GB3 last year and had a few wins, so it made sense to stay together for another year. The standard of the grid was extremely high and we did not have the outright pace at first, but we did a lot of work looking at data, using the sim and trying to improve my technique and the car set-up.

The Academy helped me to learn where to stay calm, pick my opportunities and remain positive, and that really helped me on the last weekend. I was leading the points, but there were five drivers who could win the title and it was a reverse-grid, so I was starting 24th. I needed to finish 12th – and I did. It was my first championship and it was the best feeling!



James Roberts



Keaton Williams

**Programme: Team UK Co-Driver
Champion: American Rally Association Co-Driver**

I won the title last year with Subaru Motorsports USA and with their new 23R car in the pipeline I decided to defend the title and be part of that development process. The aim was to become back-to-back champions and our season went in the best way possible – winning every rally!

The second round was our closest battle – we only won that by 6.8 seconds! We did a lot of homework and the Academy really helped with my preparation, communication and ability to multitask. We took the crown at round six – which was quite a contrast from 2022, when it went to the final Rally of the year.



Matthew Stryker

GEOTRAQ

TIMING & TRACKING

BY RBI SPORT

THE FIRST FIA CERTIFIED RALLY TRACKING IN THE WORLD

ORGANISERS: From club events to international competitions – the system implements the latest FIA specifications on satellite tracking, timing and safety.

MOTORSPORT DISCIPLINES: Comply with FIA requirements for sports & regularity rallies, stage rallies, cross-country rallies & bjas and any kind of motorsport event not held on circuits.

VEHICLES: Irrespective of whether it is used on motorbikes, quads, side-by-side vehicles/buggies, cars or trucks, the hardware is easily fitted and connected.

RALLY CONTROL: The system has the highest safety standards combined with the fastest response times. We don't just track, we offer proximity warnings of stopped vehicles, speed management, overtake request, individual or mass red flag alerts and audible SOS alert in Rally Control.

TIMING INTEGRATION: We can programme the system to integrate with 3rd party timing providing such as RAB Timing. The Geotraq system also automatically has its own timing system which can be used as a backup when the main timing system fails.

LIVE PUBLIC TRACKING: We offer unrivalled public tracking, which gives the user the opportunity to filter to watch only vehicles in specific classes, groups, etc.

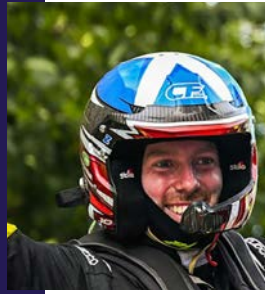
WWW.RBI-SPORT.COM



REGIONAL RALLY
TRACKING

MAINLAND EUROPE, UK & EIRE:
BILL STURROCK: (M) +44 (0)7767 602855
EMAIL: BILL@RBI-SPORT.COM





Cameron Fair
Programme:
Co-Driver Graduate
Champion:
ERC3 European Rally
Co-Driver's Championship

I had decided to make this season a quiet one after the birth of my son, but Craig Breen's death made me realise life can be short, so when Jon Armstrong called about doing Rally Canarias, I went for it – and that led to a season in the ERC! We won our class in the first few events and worked hard to fine-tune the car to the local conditions and terrains.

Jon was already champion going into Rally di Roma but we had to finish first for me to win the co-drivers' title. Starting the final stage, I was pretty nervous, the mind playing games with you, so the relief when we went over the line was huge. We got on top of the car and celebrated – a special moment I will not forget!



Red Bull Content Pool

Red Bull Content Pool

Theo Micouris
Programme:
Team UK Futures
Champion: Radical Cup
(SR1 and Overall)



Initially, we did not plan on racing as we did not have the budget but I tried out the Radical and immediately showed great pace so we decided to take part. I managed to win my first race, which was also my car racing debut, and I just continued to keep picking up wins at every track I went to!

The Academy has really helped me improve my performance in all aspects, from fitness to business and media, and in the 18 races we had 9 wins, 17 podiums, 15 fastest laps and three SR1 lap records. I won the title a few races early, so I spent the final race weekend celebrating – but on the way home, I had to revise for a school exam the next day!



CREDIT

Oliver Read



Will Tregurtha
Programme: Team UK
Champion: British GT Silver-Am GT3

My team-mate Mark and I competed in British GT last year and switched to the Lamborghini Huracan GT3 with Barwell Motorsport this year. The first races were great, albeit a little eventful – we almost had a wheel come off in the initial race – and we worked together really well on debriefs, planning and execution, which gave me great confidence in the team.

To pull off a professional result, you need a professional mindset, and the Academy provided me with maturity, confidence, and good coaching. We won the title on the second to last lap of the season, with a big move down the inside to win the final race! It felt incredible. We had fought all race for it, so there was a lot of relief and a bucket load of pride!



JEP

JEP

HUGE SAVINGS ON PERFORMANCE BRAKE DISCS, PADS AND ACCESSORIES

MEMBERS GET 15% OFF



- ✓ A range of styles
- ✓ Better gas removal
- ✓ Improved cooling
- ✓ No-hassle direct-fit
- ✓ Harder bites, faster stops
- ✓ Trusted ECE R90 certification
- ✓ Advanced anti-crack and anti-shear

Precision-engineered, performance brake discs, pads and accessories from a British engineering business with over 60 years of experience.
Use code 'MOTORSPORTUK15' for 15% OFF plus FREE delivery.

Official Partner



PROBITE
PROBITE.CO.UK

Max Langmaid

Programme: Team UK Futures

Champion: BTRDA All4 and British Rallycross All4



I had won the Junior Rallycross title two years in a row and when a chance came up to drive the Mini All4 I could not refuse! It was more than twice the horsepower I was used to, so it was a steep learning curve but I won my first race in the BTRDA. The car failed on the first British Rallycross round, though, and it took some time to understand and fix all the issues.

Both titles went down to the wire. I won the BTRDA at Knockhill with a good weekend but winning the BRX 5 Nations at Lydden Hill was more fraught. I had clutch issues that were fixed just before the final and I was leading two laps from the end when the car started to lose power. Fortunately, my Academy training helped me stay calm and defend to the finish!



Callum Davies

Programme: Enhanced DiSE

Vice-Champion: Ginetta GT Pro



I wanted to make the step up from karting this year so I had some test days in a Ginetta and when they launched GT Pro as a brand-new championship for 2023, we signed up. I was the youngest driver in the field and had never driven any of the tracks, but I was on the pace in testing and I took a pole, fastest lap and three podiums from the first three races.

I started at the Academy in September, and it is proving to be the best choice because of the access to experienced coaches and facilities and the camaraderie with other drivers. The vice championship went down to the wire at Donington, but I won the first race to stretch my advantage then got the finish I needed in the second to make it certain.



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 15th November 2023

Case No: J2023-30

Guy Spollon (Chairman), Kelvin Nicholls, Nigel Thorne

Disciplinary Panel

Motorsport UK versus Marcin Popakul, Licence Number 382133

The essential facts in this matter are:

1. Marcin Popakul is the father of Wiktor Popakul, a minor. Marcin Popakul at all material times held a genuine PG licence holder's licence.
2. In September 2023 Rachel Gascoigne, a Motorsport UK Steward's Officer, came across a penalty for Wiktor Popakul from Round 8 of the FASTR WMKC Championship that needed adding to Wiktor Popakul's IMIS record. It was noted at this stage that Wiktor Popakul did not appear to have a 2023 Motorsport UK Licence. Various enquiries were then put in hand. In October 2023 Ms Gascoigne was reviewing paperwork after Round 9 of the FASTR WMKC Championship and noticed Wiktor Popakul's name again. A further check of records indicated that Wiktor Popakul did not have a 2023 Motorsport UK Licence. Accordingly, Paul Siret at the Whilton Mill Car Club was asked to provide a copy of the entry declaration and licence submitted for Round 9 of the FASTR WMKC Championship by Marcin Popakul.
3. The court heard the oral evidence of Mr Michael Wentworth, a Motorsport UK Membership Manager, who gave evidence that:
 - a) He has been the Membership Manager at Motorsport UK for 11 years.
 - b) From reviewing Wiktor Popakul's licence IMIS record and comparing this with the photo of the licence card supplied by those at Whilton Mill Car Club, it confirms that the licence submitted by Marcin Popakul on behalf of his son Wiktor Popakul at Whilton Mill was not issued nor supplied by Motorsport UK as the licence data did not match records held on the Motorsport UK licence system database.
 - c) In order for a licence payment to be taken from a competitor or parent, a licence product must be added to the licence record within the IMIS licence database. The action of adding or removing a licence product to / from the IMIS licence system is recorded within the change log on the competitor's record.
 - d) After reviewing the change log within ID388551, Wiktor's Popakul's unique licence record, there is no evidence to support any attempt for a licence to be issued or removed, which also supports and confirms that no payment was attempted.
4. Mr Marcin Popakul did not attend the court hearing due to work obligations. In an email dated 5th November 2023 Mr Popakul indicated that:
 - a) He did not know how or why his son's licence was considered to be fraudulent.
 - b) He could not physically produce his son's licence as it had been stolen during the burglary of his motorhome.
 - c) The licence renewal department at Motorsport UK should be consulted as they are the only body which can confirm the authenticity of his son's licence.
5. The court concludes that on the available evidence:
 - a) Mr Marcin Popakul did submit a fraudulent competition licence and sign on declaration on behalf of his son on 21st October 2023 at the Whilton Mill Car Club event.
 - b) As a consequence of (a) above Wiktor Popakul ineligibly competed on 21st and 22nd October 2023 at Whilton Mill.
 - c) There have been breaches by Mr Marcin Popakul of National Competition Rules C.1.1.2, C.1.1.3 and C.1.1.4.
6. The court considers that the appropriate penalties in this matter are:
 - a) Marcin Popakul's 2023 PG Licence is suspended with immediate effect.
 - b) Marcin Popakul is excluded from holding a PG licence for a period of four years from today's date.
 - c) Marcin Popakul is also suspended from acting as an Entrant's Representative under General Regulation H.26.1.9(c).
 - d) Marcin Popakul is fined £1000.
 - e) A contribution to the costs of this hearing in the sum of £500.
7. The court notes that there has been an increase in the instances of document fraud, in particular with licences and, accordingly, the court will be providing recommendations as to how this problem may be addressed.

Guy Spollon, Chairman
15th November 2023

Sitting On 15th November 2023

Case No: J2023-31

Guy Spollon (Chairman, Kelvin Nicholls, Nigel Thorne

Motorsport UK versus (X) (A minor)

1. On 22nd October 2023 The Whilton Mill Kart Club organised an Interclub kart meeting at Whilton Mill.
2. During race 29, the Senior x30 Final, there was an incident at The Boot section of the circuit involving a number of karts including (Y) (a minor) and (X). It appears that (Y) became airborne and 'rode' over the kart of (X), striking him a glancing blow to his upper body in the process. Both karts were extensively damaged. (X) was a victim of this incident and was not responsible for the accident.
3. Immediately following the collision (X) abandoned his kart and went over to (Y) who was still seated in his kart and slapped (Y)'s helmet. (X) thereafter jumped over the nearby fencing whereupon he was confronted by persons allegedly associated with and / or involved with (Y)'s race team who proceeded to abuse him verbally and to intimidate him.
4. Fortunately, (X) was not seriously injured but was shocked and bruised. It is very much to the credit of both (Y) and (X) that (Y) apologised to (X) for crashing into him and (X) apologised to (Y) for his subsequent assault.
5. (X) duly appeared before the Stewards of the meeting and accepted responsibility for his actions and being in breach of National Competitor Rule C.11.9. He was disqualified from the meeting and given six penalty points.
6. This case has now been referred to the National Court for consideration of any further breaches of the National Competition Rules, in particular A.10.1.3, A.10.1.5 and C.1.1.4.
7. (X) appeared before this court with his parents who indicated that:
 - a) (X)'s behaviour on the occasion of the incident was totally out of character and unacceptable.
 - b) (X)'s parents indicated that he had been "punished" at home.

The court was impressed by:

 - a) (X)'s contrition and immediate acceptance of his wrongdoing.
 - b) The glowing testimonial from the Pastoral Head of Silverstone UTC in which he had described (X) as a model student, hardworking, conscientious, and never quarrelsome nor 'hot-blooded'.
8. This court does not tolerate violence of any kind. In the circumstances of this particular case however it considers that:
 - a) The penalties imposed by the Stewards were justified and entirely appropriate.
 - b) No further findings or penalties are necessary.
 - c) That a contribution to the costs of this hearing in the sum of £100 must be made.
9. The court also recommends that Motorsport UK should consider the appointment of an observer to attend select kart meetings to investigate fully intimidation, bullying and unacceptable behaviour generally which have been mentioned in the course of these proceedings, and thereafter report back to Motorsport UK for consideration of both any findings and also any recommendations.

**Guy Spollon, Chairman
15th November 2023**

➤➤➤➤



**BRITISH
MOTORSPORT
TRUST**

PROVIDING SUPPORT AND ASSISTANCE TO PROJECTS THAT ENSURE A SAFER SPORT, ENABLING THE UK MOTORSPORT COMMUNITY TO UNDERTAKE THEIR TASKS SAFELY AND ENCOURAGING HIGH STANDARDS WITH THE SPORT'S VOLUNTEERS.

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

Our vision is to create a safer sport, empowering our people to perform at the highest level and providing them with the equipment and tools to succeed.

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

britishmotorsporttrust.org

SCAN TO MAKE A DONATION



EST. 1977

Sitting On 15th November 2023

Case No J2023-32

Guy Spollon (Chairman), Kelvin Nicholls, Nigel Thorne

Motorsport UK versus Dylan Roberts, Licence Number 362717

The essential facts in this case are:

1. On 20th September 2023 Dylan Roberts applied for a rally media accreditation. As part of that application applicants must provide proof of £5,000 Public Liability insurance. Mr Roberts sent to Motorsport UK an insurance certificate as part of his application. This certification immediately raised concerns as to its authenticity because the insurance certificate appeared to have been altered.
2. Mr Roberts was therefore summoned to appear before this court for submitting a fraudulent insurance certificate as part of his rally media accreditation application in breach of National Competition Rules C.1.1.3 and C.1.1.4.
3. On 9th November Ms Sophie Brown, Motorsport UK Assistant Legal Counsel, contacted Mr Dylan Roberts by telephone to ensure that he had received the summons sent to him on 2nd November 2023 and to ascertain that he understood why he was being summoned to attend the National Court. Mr Roberts was specifically asked whether the submitted insurance certificate was genuine as it appeared to have been taken from someone else's policy and altered to include his details. Mr Roberts maintained that:
 - a) He "did not know where the certificate came from".
 - b) He did not want Ms Brown to provide details of the certificate so that he might clarify the position with his insurance provider.
 - c) He was unable to attend court and declined an offer remotely to attend court.
 - d) No paperwork should be sent to his address as it was too stressful for him.
4. During a subsequent telephone conversation between Ms Brown and Mr Roberts, Mr Roberts stated that:
 - a) He had sent Motorsport UK the wrong certificate.
 - b) He could not send the correct certificate to Motorsport UK as he no longer had a laptop.
 - c) He was not interested in calling his insurers to clarify whether the certificate submitted was legitimate.
 - d) He had ill-health, including having suffered three strokes which had left him with memory problems.
 - e) He did not want any help from Ms Brown.
 - f) He wanted Ms Brown to explain to the court that he has never done anything wrong to anyone in his life and he tries to help with marshalling as much as he can and that he would not be attending court.
5. The court concluded that:
 - a) The insurance certificate submitted by Mr Roberts was a forgery.
 - b) Despite repeated offers from Ms Brown to help him, Mr Roberts had been deliberately evasive, obstructive, and unhelpful.
 - c) Mr Roberts had deliberately pursued a course of contact that was dishonest.
 - d) Mr Roberts had breached Regulations C.1.1.3 and C.1.1.4.
6. The court considers any form of fraudulent application to Motorsport UK to be very serious and accordingly:
 - a) Mr Roberts' marshal's licence is suspended forthwith.
 - b) Mr Roberts is prohibited from holding or applying for any Motorsport UK licence for a period of four years.
 - c) Any future application by Mr Roberts for any licence should be most carefully scrutinised by those responsible at Motorsport UK for issuing Motorsport UK licences.
 - d) There is to be a fine of £1,000.
 - e) Mr Roberts additionally must pay a contribution to the costs of these proceedings in the sum of £500.

Guy Spollon, Chairman
15th November 2023

MOTORSPORT UK MEMBER BENEFITS

Motorsport UK is committed to putting its membership at the heart of everything that it does. All licence holders are auto-enrolled in a membership programme, which delivers a range of benefits and discounts to the Motorsport UK community.

Discounts are intended to:

- Provide peace of mind
- Offset the cost of competition
- Get members closer to the action

Through the membership programme, Motorsport UK aims to support all levels of the sport and actively encourage grassroots participation across the breadth of the motorsport community.

Log in to the Motorsport UK Member Benefits portal to access these great offers and many more...

tastecard

FREE TASTECARD FOR
ACCESS TO 2-4-1 MEALS
& DISCOUNTS

halfords

8% DISCOUNT
ONLINE & IN-STORE

DFDS

SAVE UP TO 15%
ON SELECTED
CROSSINGS

wex

FREE FUEL CARD
WITH SAVINGS ON
PETROL & DIESEL

PROBITE

15% DISCOUNT ON
THE ENTIRE RANGE
OF BRAKES & PADS

A-plan
insurance
// a howden company

FREE LIFETIME EXCESS
PROTECTION COVER

OpticalExpress

FREE VISION TEST PLUS 10%
OFF EYECARE AND
CORRECTIVE SURGERY

zamp
HELMETS

10% DISCOUNT
ON HELMETS

OGIO

25% OFF LUGGAGE
& TRAVEL GEAR

Stockport 061 Motor Club



One of the oldest Motor Clubs in the country, Stockport 061 is going from strength to strength thanks to its involvement with Regional Associations

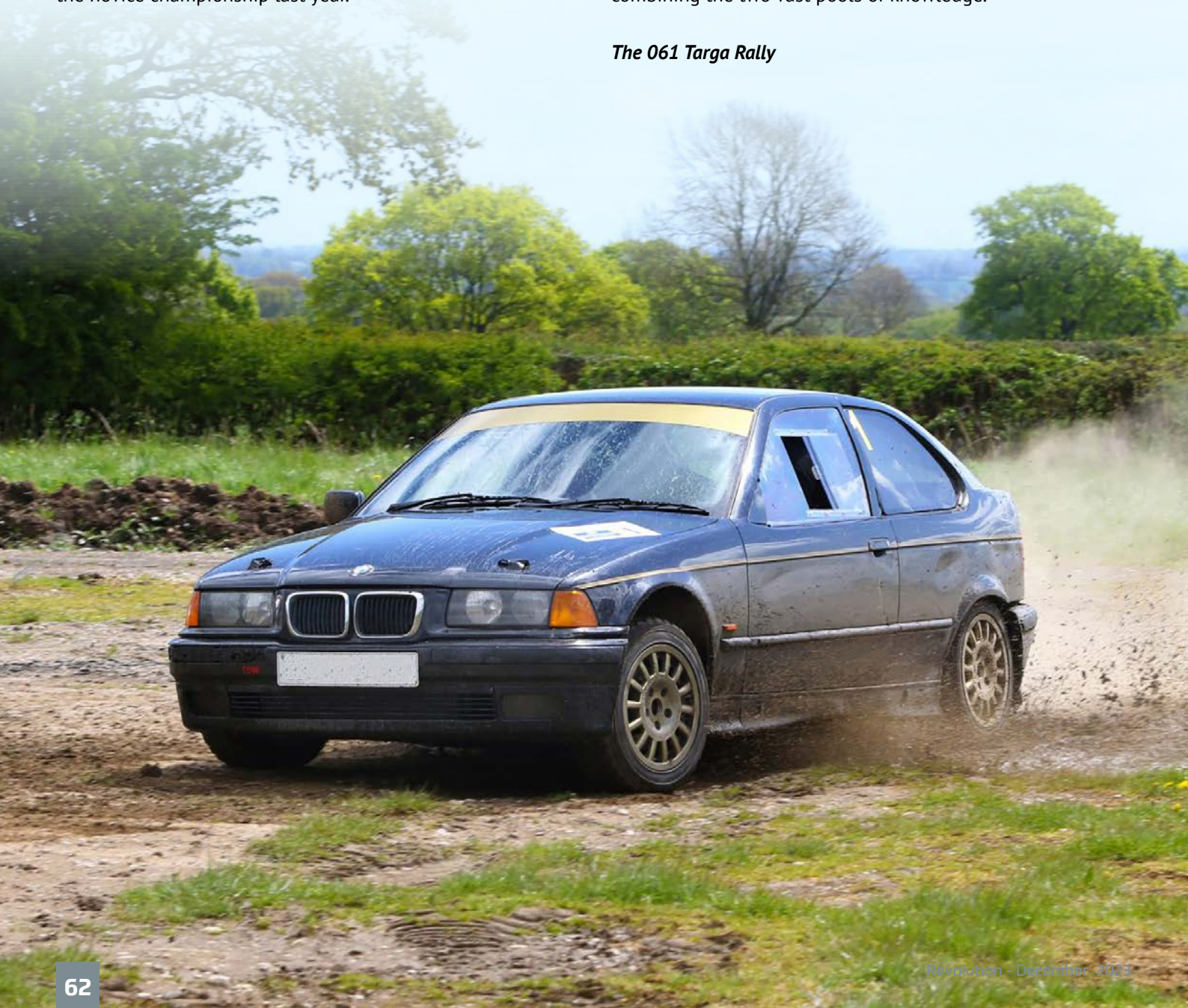
Not every Club runs an annual marshalling competition, but Stockport 061 has been doing so for longer than President Nancy Russell can remember. Many members enjoy standing by a Rally stage almost as much as driving through one, so that prize is highly sought after.

“Marshalling is almost as big as competing,” says Russell. “We have a lot of people who want to come marshalling with us, and I never considered that having the championship was a bit unusual, because we have always had it. My niece, Adele, only came into it in the last 12 months or so, but she won the novice championship last year.

“She runs her own business, but you should have seen the look on her face when it was announced she had won at our annual dinner! It really does mean a lot to people. We also have an organisers championship, as we are proud of the number of members who help organise events too.”

The club was founded in 1903 as the New Stockport and District Motor Cycle and Light Car Club and is credited with being the third oldest motorsport Club in the UK. In 2007, it merged with close neighbour High Peak and 061 Motor Club, after the respective chairmen recognised the benefit of combining the two vast pools of knowledge.

The 061 Targa Rally



One of the reasons is that the Club has made the most of getting involved with Regional Associations. Set up by around fifty years ago, by the forerunner of Motorsport UK, these help Clubs to collaborate with each other, giving strength in numbers, and Stockport 061 is now a member of five – the Northern, North Western, West Midland, East Midlands, and Welsh Associations.

The Club also supports and collaborates with Motor Sport (North West) Ltd., which brings together the resources of several motor clubs to promote a closed road Rally in the North West of England, the proceeds of which go to charitable causes. All these collaborations have worked extremely well to get members engaged at a wider level.

“We are really good at pooling knowledge and resources,” says Russell. “It is not about ‘we are better than you’ which I think it used to be a bit in motorsport. Everybody needs each other and it is good to support and take the workload together. The North West stages, for example, was an amalgamation of North West clubs all working very closely.”

The Club runs two flagship events of its own – the O61 Targa Rally and the SMC Stages Rally at Anglesey – along with occasional StreetCar AutoSOLOs and monthly navigational scatters. It also has a weekly pub night, pub quizzes and video nights that attract a wider group, and an active monthly committee meeting.

Russell, whose husband was an important and long-serving member of the Club until he sadly passed away last year, says: “It is a real family atmosphere. Most members bring along their children, aged from 40s to 10, and having the generations coming through is encouraging other young members to have a go at club night events, which is great.

“Hopefully we will be able to keep that going, because a lot of the time in motorsport you do not get many young people joining, particularly when it comes to the marshalling side of things. We do Targa rallies and Historic marshalling, so the children can come to those and 13- or 14-year-olds can have a go as Cadet Marshals.

“It worries me that the average age of marshals is going up and up and up and every Rally is calling out for marshals. That is why I am proud that we get the younger people out doing it with us. We also have wheelchair users marshalling, competing, and organising club events.

“We thrive on training up new interested members and enjoy when questions are asked, and they want to learn. Most of us are, or have been, navigators and that helps make good marshals because it is so different when you know what is happening in the car. I think that is why we have so many great Clerks of the Courses and Stage Commanders.



2022 SMC Stages winners Andy Scott and Laura Connell



The club organises the StreetCar AutoSOLOs alongside its rallying events

“We do so much marshalling on every level, but running whole stages in closed road stage rallies is what we seem to have become known for. Organisers come to us, and we go from one big event to another. Sometimes I look at the team and realise what great experience we have. That makes me so proud.”

The Club’s annual dinner is always well attended and works as a celebratory get-together as well as a good basis to review the year and move forward to the next. It also attracts old members, joining the event for a reunion, sitting alongside current competitors and marshals.



Targa Road rallies help the club attract new and younger members, and encourages Marshalling experience

The Club held a special event to celebrate its 120th anniversary earlier this year, where the guest of honour was European Rally Champion Chris Ingram, who started his motorsport journey with the Club, and whose family is still well connected to it.

“I went around with a wandering microphone and was pulling people out of the audience to talk with them,” she recalls. “We had stories from an eclectic mix of members, old and new, including father and daughter AutoSOLO competitors, road rally competitors, as well as Chris and his dad.

“One thing that is important for me is that we are not all out in big R5s, we also have members doing low-key Road Rallying. We aim to support with any form of motorsport – a lad came a few weeks ago, for example, wanting to do our Targa Rally and we helped him understand what happens and what he needed to do.

“We have supported Chris Ingram when he has fundraised in pursuit of his rallying goal. His father Jonathan joined the Club in the 70s, around the same time as I did, and we are still encouraging Chris to come and marshal in our stage in the Cambrian this year – because we think anyone can learn a huge amount from marshalling!” 🌀



For more details on how to join Stockport 61 MC see <https://www.stockport061.com/about>



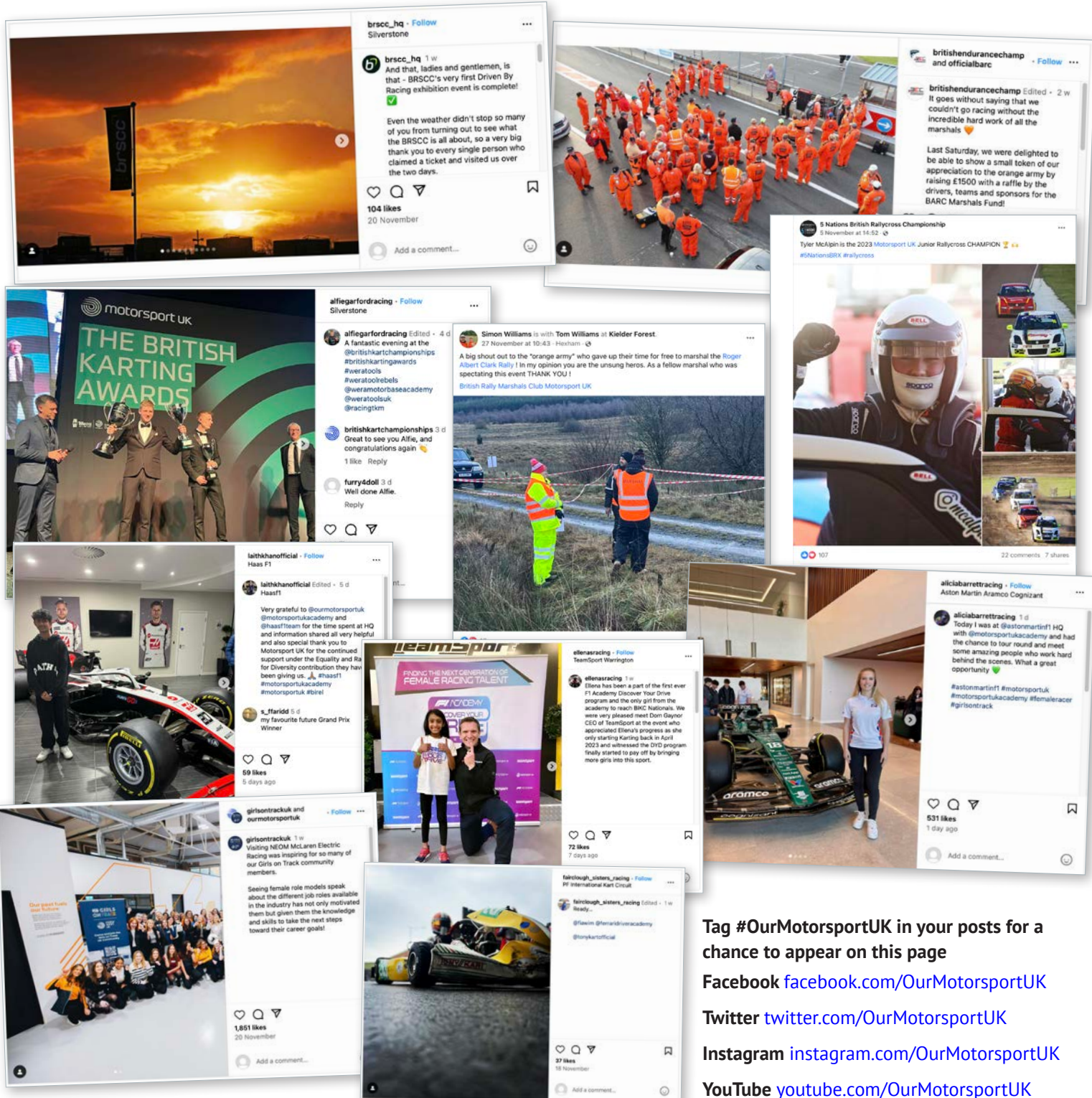
Made for ambitious barbecue enthusiasts.
Just like a well-tuned race car, our Gravity Series combines precision
engineering and advanced technology to deliver exceptional results.
Step up to our digital charcoal barbecue and smoker
and master your 2023 barbecuing game.

MOTORSPORT UK CONNECTED

Highlights from the past month on social new feeds

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

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



Tag #OurMotorsportUK 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:

The Race of Remembrance at Anglesey Circuit includes a poignant pitlane Service of Remembrance and time to reflect upon those lost in conflict and to support those who still remain.



Bicester Hotel Golf & Spa

All you need from one resort



www.bicesterhotelgolfandspa.com

T: 01869 241204

E: reservations@bicesterhgs.com

Four-time FIA Touring Car Champion Andy Priaulx recalls his most memorable motorsport moment on British soil

Event: World Touring Car Championship – Brands Hatch

Date: September 2007

Car: BMW320si

Priaulx started out Hill Climbing with his father Graham and won the British title in 1995. He competed in Formula Renault UK and British F3 before making his full season British Touring Car Championship debut with Honda in 2002. He joined BMW in the FIA European Championship in 2003, and won the title in his second year, then followed that up with a hat-trick of World titles. He continued racing with BMW in sportscars and endurance racing, and now supports son Seb in IMSA SportsCars.





This was my first Touring Car win in my home race at Brands Hatch, in front of a lot of my friends from Guernsey, but it also came very soon after I had lost a good friend, Colin McRae, in a helicopter accident. I had been out with him just a few weeks before and it was hard to come to terms with what had happened.

We were all in shock, but I was fighting for the World Championship as a factory driver for BMW UK and we just had to get on with it. It is horrible, but it has been like that for my whole career – so you have just got to take the moment and I think that gave me a lot of determination, to get the chance to remember him on the podium.

At the time, World Touring Cars was a really big thing and it was super competitive. Gabriele Tarquini was one of my biggest rivals – I liked him and respected him a lot, but he would drive over you to win! Rickard Rydell and Alain Menu were also in their prime, and BMW had six world-class factory drivers, including Alex Zanardi, who was a great team-mate.

The series was run with ballast and reverse grids, so if you were winning and fighting for the title you were always on the back foot. I had been dominant in that period, so it was quite tricky. I would end up down the grid and must get into the top eight in the first race to benefit from the reverse the grid and make the car as wide as possible in the second race!

Everyone used to say 'oh, you used the reverse grid, it's a bit like cheating' but, hang on, with 70kg, the tyre degradation and everything else, winning was titanic, it was one of the hardest things to do. Our car was almost too old, the technology had moved on, so for me, that season was probably the one against all odds.

At Brands Hatch the year before, I had been leading in the rain but I locked up after the safety car and went off, so I was super determined to win this time. We prepared well for the track, set-up wise, and I finished seventh in the first race then, with the reverse grid, I managed to win the second. That was a very emotional moment.

There is a photo of me on the podium with the England flag in one hand, the Guernsey flag in the other, and the black armband for Colin. Seeing the photos still always reminds me of him. I have actually had a really nice leather bag made up with photos of that race weekend sewn inside it, and I use that in Historics now.

It meant a lot to have recognition from my peers. Michael Schumacher followed my races and Colin respected what I achieved. He was an absolute role model and it meant a lot to me. The sad thing was a few weeks earlier we met up and he suggested going for a night out, but I had to fly home. We planned to do it later that year, but sadly it never happened.

The win at Brands Hatch moved me to the top of the championship with two rounds of the season left and it ended up going right down to the final race in Macau. There were seven or eight drivers who could still have won and I had kept myself in it all year. I came eighth in the first race then won from pole in the second to take the title.



An emotional podium for Andy Priaulx, honouring the loss of his friend Colin McRae

When I look back on it, I am quite blown away by how popular WTCC was at that time. I would arrive at the garage and hundreds of people would be waiting for me. It made me feel quite emotional, really, because when you reach the top in professional Touring Cars or Sports Cars, you are world class but you are usually pretty much unrecognized.

That was probably the peak of my fame. It was the first time that I would jump in a black cab and they would recognise me. Autosport did a front cover that year – I have had four front covers, which was special – and with the recognition I had from the previous titles, it was just a wonderful feeling of pride.



It was the pinnacle of my career, but I still remember having to fight hard for my contract the year after! That's racing for you! I was very fortunate the BMW Motorsport carried me on, and I switched to become a factory German driver for the following year, which was another step up in my career.

I spent 10 years with BMW and was able to maintain a really high level. I ended up being a test driver in Formula One, based on my approach to World Touring Cars, and that win and title was the trigger for it all. In the end, when you are at that level of performance you make it impossible for people not to keep you.



My son, Seb, is going through that same thing now. He is one of the top sports car racers of his generation and I am always saying 'you are as good as your next race now, not your last race.' There is so much choice nowadays, and so many drivers, that you have got to make it impossible for people not to want you in their line-up. 🌀



HOWDEN

Bring all your insurance under our roof



We offer a wide range of products including; car, van, home, landlord insurance and much more. Whatever your insurance needs, we'll take care of you.

Call into Howden Motor Direct today:

01993 894 660

2 Des Roches Square | Witan Way | Witney | OX28 4LE

howdeninsurance.co.uk/motor-direct

★ Trustpilot  Rated 4.8 out of 5*

Howden, the new name for **A-plan**

*Trustpilot rating correct as of 05/10/23. Howden is a trading name of A-Plan Holdings which is authorised and regulated by the Financial Conduct Authority No. 310164. Registered in England and Wales under company registration number 750484. Registered Office: 2 Des Roches Square, Witney, OX28 4LE. Calls may be monitored and recorded for quality assurance purposes. HOW231011.



The Ultimate Fan Engagement

Fuel Engagement with our Simulator Rental Options

WHAT'S ON

Woolbridge Motor Club Boxing Day Car Trial

26th December, Waddock Cross, Dorchester

Do you want Motorsport at Christmas? The Woolbridge Motor Club Boxing Day car trial is run as a 'taster' event which means a free Motorsport UK Clubmans RS competition licence is all that is required for drivers and passengers. The minimum age for entrants is 14-years. The £10 entry fee is payable in cash on the day. See Club website for entry forms and more details.

www.woolbridge.co.uk



Stuff the Turkey, Ron Aiken Memorial StreetCar AutoSOLO

28th December, Curborough Sprint Course, Lichfield, Staffordshire

This is a StreetCar event, and the fifth round of the CDCC Wheelspin Series, run by Cannock and District Car Club (CDCC). This is an AutoSOLO designed to be simple and fun for everyone including newcomers. AutoSOLOs normally comprise of the competitor marshalling part of the day – but all we ask is you help find marshals for the day, so please bring a marshal along with you. It is open to any Motorsport UK affiliated car clubs, not just the organising car club. Entry is £40 per driver, which will include two or three tests, with four-six runs per test, with all times counting. Cars can be shared, with up to two drivers per car. You can also drive solo.

<https://linktr.ee/cdcc>



The Plum Pudding Trial

30th December, Head Down, nr Petersfield, Hampshire

Fancy a motor sporting day out in the woods? Then come along to the Plum Pudding Trial, organised by 750 Motor Club (Moderns) and Southsea Motor Club (Historics) to see 60 competitors pitted against the challenges of the Hampshire woodlands. It all takes place at Head Down, Buriton, near Petersfield, and starts around 10:30am. Spectating is free and open to all the family.

www.southseamotorclub.co.uk



James Tinkle

RESULTS

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

Motorsport UK English Rally Championship, in association with SEACON UK



Following the Wydean Forest Rally, the penultimate round of the Motorsport UK English Rally Championship, Ernie Graham is confirmed as the 2023 Champion. Co-driven by his wife Karen, they missed the opening event in the calendar, the Malcolm Wilson Rally, but then proceeded to take maximum scores on each of the next five rounds in their immaculate Mk1 Ford Escort RS1600. 11th overall in the Forest of Dean, just four seconds off a Top Ten finish, was enough for the Walton-on-Thames couple to take another English Championship class win, nudging Championship leader Elliot Payne off the top spot.



The Grizedale Stages, the final round of the Motorsport UK English Rally Championship in association with Seacon UK, suffered during the heavy snowfall that covered the Lake District over the first weekend of December and had to be abandoned with only three of the proposed seven stages complete. The results were declared at that point and second overall was sufficient to confirm Elliot Payne as the 2023 Championship runner-up, behind an absent Ernie Graham who had clinched the title on the previous round. Russ Thompson's retirement allowed Robert Proudlock to take the final podium spot.

Final Championship Standings

1st	Ernie Graham	125 points
2nd	Elliot Payne	121 points
3rd	Robert Proudlock	116 points

Photos: Kevin Money

LOG IN TO THE MOTORSPORT UK MEMBER BENEFITS PORTAL TO ACCESS THESE GREAT OFFERS & MANY MORE...

tastecard

FREE TASTECARD FOR ACCESS TO 2-4-1 MEALS & DISCOUNTS

halfords

8% DISCOUNT ONLINE & IN-STORE

wex

FREE FUEL CARD WITH SAVINGS ON PETROL & DIESEL

OpticalExpress

FREE VISION TEST PLUS 10% OFF EYECARE AND CORRECTIVE SURGERY

Benefit You - Benefit Sponsors



With A
QR Driver Profile

You and Your Machine

Race Calendar

Sponsor Exposure

Data & Stats

Live Media, Video & Images

Platform Links

All eyes on you!

See
Example

Scan here 
or copy the link.



racingdrivers.qrinfopage.com

MOTORSPORT UK SUPPLIER DIRECTORY

Automotive Destination



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

Automotive Destination



Bicester Motion
The Station Armoury
Building 123, Buckingham Road
Bicester, OX26 5HA
T: 01869 327928
E: hq@bicestermotion.com
www.bicestermotion.com

Awnings



The Awning Company is the UK's leading manufacturer of British-made Vehicle Awnings and bespoke structures for Motorsport.
T: 01204 544 900
<https://theawningcompany.co.uk>

Batteries



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

Breakdown



RAC
T: 0330 159 8727

www.rac.co.uk/uk-join/motorsportuk

Circuits



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

Circuits



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

Circuits



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

Circuits



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

Coffee



Black Circle Coffee
www.blackcirclecoffee.co.uk

Coffee



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

Control Fuels



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

Control Fuels



Carless Racing Fuels
Grove House
Guildford Road,
Leatherhead
Surrey, KT22 9DF
T: 01372 360000
www.haltermann-carless.com

Control Systems



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

Data Logging



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

Data Logging



Alfano SA (Factory) working with RG Racing Ltd provides racers via UK Importer with GPS data loggers, GPS dash displays, sensors, stopwatches, tyre control tools and more.
E: team@alfano.co.uk

Driver Coaching



Motorsport Biomechanics offer biomechanical data to assess muscle activity, to improve driver performance and technique in any form of Motorsport.
www.motorsportbiomechanics.com

Driver Coaching



Torque - A motorsport marketing and PR agency, Torque works with well-known drivers, teams, championships, and sponsors.
T: +44 (0)1327 850500
<https://torque.racing>

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

FHR Systems



SCHROTH Racing
www.schroth.com

MOTORSPORT UK SUPPLIER DIRECTORY

Esports



SIMUCUBE

Simucube
Sim racing equipment

www.simucube.com

Esports



Wave Italy UK
Sim Racing and driving simulation
Sanderum House, Oakley Road,
Chinnor, OX39 4TW UK
T: +44 1844 355655
E: matt.reid@waveitaly.com
sanderummotorsportsimulators.com

FHR Systems



SCHROTH Racing

www.schroth.com

Finance



Classic & Sports Finance
Unit 1B Apollo Business Park
Wroton, Banbury
Oxfordshire
OX15 6AY
T: 01869 351512
www.financemotorsport.com

Fire Extinguishers



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

Fire Extinguishers



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

Fire Extinguishers



PD Extinguishers
Revidge Fold
Revidge Road
Blackburn
Lancashire, BB1 8DJ
T: 01254 954954
www.pdextinguishers.co.uk

Fuels



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

Fuels



www.vpracingfuels.com
UK distributors
Old Hall Performance
T: 02476 717100
E: sales@oldhallperformance.com
www.oldhallperformance.com

Garage Equipment



Lista (UK) Ltd.
14 Warren Yard
Warren Farm Office Village
Wolverton Mill
Milton Keynes, MK12 5NW
T: 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

Helmets



Bell Racing is one of the
World's leading car racing
helmets manufacturer.
www.bellracing.eu

Helmets



Zamp Helmets offer a range of
motorsport and karting helmets
that boast incredible quality at a
hugely competitive price.
T: 01625 586660
www.zamphelmets.eu

Hotels



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

Hotels



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

Hotels



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

Insurance



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

Insurance



Howden Insurance
Howden is the new name for
A-Plan Insurance. Personal advice
with tailored, great value cover.
Call and speak to us directly.
T: 01993 894 630
www.howdeninsurance.co.uk

Insurance



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

Insurance




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

Insurance




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

Karting




IAME is the world leader in the engineering, production and marketing of endothermic engines for Karting competitions.
E: info@iamekarting.com
T: +39 035 883022
www.iamekarting.com

Karting




RPM offer a full range of engine services, from dyno checking to complete rebuilds.
T: 01283 575566
E: sam@rpmpower.co.uk
www.rpmpower.co.uk

Media




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

Media




Evo
Evo is the world's leading sports, performance and premium car magazine brand.
www.evo.co.uk

Media



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

Media



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

Media




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

Media




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

Media




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

Media




QR Info Page
Racing driver profile and info page
T: 07709 835080
www.racingdrivers.qrinfopage.com

Media




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

Media



StuLane
Full-service digital marketing agency
E: hello@stulane.com
T: 01323 808 788
www.stulane.com

Media



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
T: 0300 3030 668
www.d4drivers.uk

Motorsport Products



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

Motorsport Products



Probite specialise in the precision machining and rapid supply of performance brake discs, pads and accessories.
E: help@probite.co.uk
www.probite.co.uk/discount/MOTORSPORTUK15

Motorsport Products



PIAA Competition Lamps, Bulbs, Pods and Wipers are used by the World's leading teams in racing, rallying and off road competition.
T: +44 (0)1706 36 39 47
www.piaa.co.uk

Motorsport Products



Questmead Ltd is a specialist supplier of motorsport components and distributor for various well-known brands.
E: sales@questmead.co.uk
www.questmead.co.uk

Motorsport Products



SW Motorsports
Unit 3b, Talbot Road
Leyland, Lancashire
PR25 2ZF
T: 01772 378224
E: info@swmotorsports.co.uk
www.swmotorsports.uk

Noise Measurement



Cirrus Research
T: 01723 891655
T: sales@cirrusresearch.com

www.cirrusresearch.co.uk

Oils



Motul are one of the world's leading synthetic oil brands, with race-proven products developed through competition.
E: sales@moto-direct.com

www.motul.com/gb/en

Racewear



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

Racewear



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

Rally Plates/Signs



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

Rally Plates/Signs



Macro Motorsport
T: 01757 668248

www.macromotorsport.net

Rally Schools



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

Rally Schools



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

Rally Schools



Silverstone Rally School has been creating the best rally experience for 40 years.
T: 01327 857 413

www.silverstonerally.co.uk

Retail



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

www.cotswoldoutdoor.com

Retail



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

Retail



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

Retail



Halfords
Halfords are pleased to offer Motorsport UK members a 8% discount off anything in store.

www.halfords.com

Retail



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

Retail



Specialist online listing platform offering the opportunity to buy and sell Competition Cars, Spares, Equipment, Memorabilia and Transport-related products.

https://motorsportshowroom.com

Retail



OGIO's mission is to improve how athletes and professionals carry their equipment.
T: 0800 026 4653
E: europecustomerservice@ogio.com
www.eu.ogio.com

Retail



Optical Express
5 Deerdykes Road
Cumbernauld
Glasgow
G68 9HF
T: 0800 023 2020
www.opticalexpress.co.uk

Retail



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

www.playseatstore.co.uk

Retail



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


Retail



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

Retail




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

Retail




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

Retail




Wex, A fuel card is a convenient way to pay for petrol, diesel, and other fuels at filling stations. Rather than paying with cash, credit card or cheque.
www.wexinc.com

Retail




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

Roll Bars/Cages



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

Roll Bars/Cages




Safety Devices International Ltd
Cambridge House, Holborn Avenue, Mildenhall, Suffolk, IP28 7AN
T: 01638 713606
www.safetydevices.com

Roll Bars/Cages




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

Seats




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

Seats




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

Seats




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

Seats




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

Seats/Harnesses




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

Time Keeping




Geotraq by RBI Sport
Tracking and Rally Control, Event Management, Time Keeping and road book creation.
UK Office: Unit 3, Leightonhill, Brechin, Angus, Scotland DD9 7PH
https://rbi-sport.com

Track Days




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

Travel




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

Travel



DFDS
Discounts for Motorsport UK members on ferry travel to Europe
T: 0871 622 9977
www.dfds.com/motorsport

Travel




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

Tuning



Link ECU design & manufacture
engine control units that are available worldwide. Wire in link management ECUs, Plug in ECUs, accessories and much more.
www.linkecu.com/dealers/dealer-network/

Tyre Companies



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

Tyre Companies



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


MOTORSPORT UK SUPPLIER DIRECTORY

Tyre Companies




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

Tyre Companies



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

Tyre Companies




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

Tyre Companies



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

Tyre Warmers



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

Welding



Welding and Welder
Top-quality welding products & support for any motoring project
E: sales@weldingandwelder.com
T: +44 (0) 1752 936 028
www.weldingandwelder.com

Wheels



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

Wheels



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

Wire Wheels



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



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







motor
sport
UK TV

Never Miss A Moment

**Watch the best of
British Motorsport today**

www.motorsportuk.tv

      #MotorsportUK



The MPB Parting Shot

Chris Ingram and Hannah McKillop slide the DAE-built TR7 V8 through the Cefn Stage on the 2023 Roger Albert Clark Rally. Although the event was dominated by the Ford Escort, there was a supporting cast of other classic rally machinery adding a different tone to the soundtrack of the forest stages. The car is an exact copy of the works car, as campaigned by Tony Pond in the 1978 RAC Rally.



Click [HERE](#) to join Ingram and McKillop in stage.

