


Revolution

February 2024

The official magazine of  motorsport UK

ROAD RALLIES RESURGENCE

The closed road events at forefront of rallying's future



WHAT IT TAKES

...TO BE A RALLY
MARSHAL

INSIDE HQ

ROSA DAKIN LEADS
DISCOVER YOUR DRIVE

ESPORTS NEWS

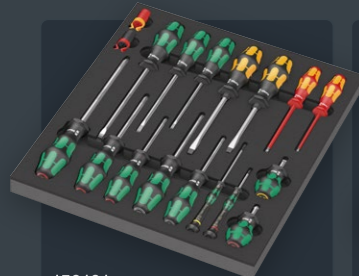
GOING PRO IN
SIM RACING

PLUS: ACADEMY STARS + WHAT'S ON + IN NUMBERS

TOOL REBEL ROLLER CABINET



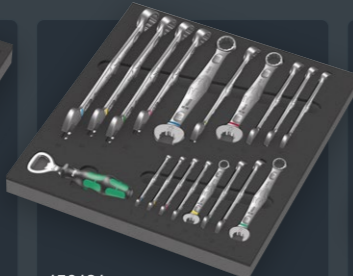
FIRST TWO DRAWERS FULLY LOADED!



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CEO's MESSAGE



Although it is now February, this is my first opportunity to welcome everybody back to motorsport in 2024, after our Chair, David Richards, provided us with his thoughts and visions in the January edition of Revolution. It is difficult to believe that we are already one twelfth of the

way through the year and so much has happened already. The team at Motorsport UK have been working hard on many new plans that will be rolled out this year, and I am very excited for the prospect of these being revealed to the membership as they reach fruition. But already we have been busy getting out there, meeting with the community and hopefully winning over some new followers and fans to motorsport.

The year kicked off with the Autosport International show at the NEC; our events team had been planning this for many months and were in action right after the New Year putting everything in place. We are fortunate to have a great relationship with the show organisers who value our contribution and allow us to have a presence in a highly cost-effective manner, especially as we utilise one of our British F4 race transporters for offices and meeting space, so no cost there. This is an example of how we are always thinking of the best way to get value for money on behalf of our members, but at the same time make sure that we have a first-class presentation of the sport. The stand was busy throughout the four days and allowed us the golden

opportunity to meet with many of our licence holders, volunteers, and officials in a relaxed environment where we could chat about some of their issues and queries and hear about their plans for the future. The theme for the stand this year was sustainable propulsion, with a wide variety of vehicles including Phil Mills' Mk1 Escort running on sustainable biofuel, alongside the Extreme E off roader that is similarly fuelled, and the tiny new electric MightE Bambino kart that has been homologated for 2024. Perhaps the most eco-friendly of all 'propulsions' was our simulator that was kept busy throughout the show with a steady stream of young hotshots seeking to prove they were the fastest of the show.

Even before Autosport International had got underway the Sporting, Safety, Learning, Development and Technical teams had been busy running the 'Officials and Volunteers Seminars' in Bristol and Cambridge, to kick off our annual programme of continual development with the community. This series of nine seminars, spread across the country, allows us to communicate updates to the rules and regulations and the latest innovations in policies and processes, and to engage in roundtable debate on the form and format of the regulation and management of the sport. I think it is these interactive sessions that are the most valuable for us as undoubtedly the collective wisdom and experience of the community always throws up fresh ideas and allows us to feed that back into the system of development of the sport. The sessions with scrutineers focused on the innovations that have been introduced for 2024, particularly around the format of scrutineering and the implementation of digital

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Motorsport UK had a strong presence at A24



vehicle passports. This will, in time, allow us to have a much greater handle on the spectrum of vehicles deployed by the community, and in relation to scrutineering, to manage and trace when vehicles have been checked and if any issues had been identified and sought to be rectified. I attended the sessions in Manchester and Derby and as always was struck by the tremendous camaraderie within our community and the passion and desire to run the sport to the very highest standards. I extend my profound thanks and gratitude on behalf of Motorsport UK to all our volunteer community and recognise the personal sacrifice so many make so that the sport operates as it does on a week in week out.

Last month, David Richards and I conducted a Club Webinar broadcast live from our Bicester HQ. Over the course of an hour, we talked directly to hundreds of clubs and their members about the key challenges facing motorsport, and the responses that we are taking to ensure our long-term sustainability. The session was hosted by Paul Woodford, the well-known rally commentator, who put us through our paces with a series of questions, digging deep into the rationale behind our strategy, and highlighting the initiatives being taken to address these challenges in the coming year. There are too many to highlight here, but one that I know the community will in time come to appreciate more than anything else will be a completely new digital Customer Relations Management (CRM) platform for the sport. We have laboured with an antiquated system for far too many years, that lacks joined-up integration between members, clubs, the events, and the volunteer community. We have spent

the last year carefully defining the parameters for a new digital platform and have subsequently gone out to tender to various suppliers, narrowing this down to one solution that we feel confident is going to be able to deliver against these challenging parameters. There is still a very long way to go, and I'm sure everyone is aware that the implementation of any new IT system is fraught with unforeseen issues and potential delays, but we are going into this with real energy and commitment. The goal is to deliver a flexible platform that will make a substantive difference to the way in which the sport is run, not just centrally, but in a devolved way to the clubs, championships, and our members themselves.

Throughout December and January there are always a string of awards dinners the length and breadth of the country, and at the pinnacle of this is Motorsport UK's Night of Champions, held annually at the Royal Automobile Club on Pall Mall in central London. It is a fabulous evening and one that everybody who attends feels is most special. The one thing that resonates with everybody is that it is not just for the super star drivers but is very much a celebration of the entire community from the absolute grassroots disciplines all the way through to British F1 drivers on the world stage. Our Volunteer of The Year was Grace King from Northern Ireland, a model of dynamic energy who works so hard for the ANICC and its members, who nominated her for all she does for the sport, always with one eye to the future and how things can be improved and enhanced. Our Club of The Year, Maidstone and Mid Kent Motor Club, that is Chaired by Liz Jordan, and run by a fantastic team. It is a great example



Volunteer of The Year Grace King Collects her award at the Night of Champions ceremony

of a Club that continues to grow and innovate year on year. It has been one of the lead clubs for Streetcar and continually finds new ways to get people involved and engaged in the sport with a growing membership base. They pledged that their prize winnings for being Club of the Year would be spent on subsidising entries for newcomers into their competitions to further encourage them to take part. We also had the opportunity to recognise the great heroes on the world stage with Malcolm Wilson OBE picking up the Sir Malcolm Campbell Memorial Trophy and Ross Brawn OBE being awarded The Keith Duckworth Award for technical excellence. F1 CEO, Stefano Domenicali joined as our guest for the evening, and the dialogue between Ross and Stefano on the stage kept everybody enthralled. See page 22 for photos and the full list of award winners.

While all these events and celebrations and shows were underway, we also embarked on the second phase of the F1 Academy Discover Your Drive programme, designed to attract more young girls into the sport through the indoor kart tracks of TeamSport across the country. Rosa Dakin has joined us from a stellar career in high performance sports management and is working with Susie Wolff at F1 to develop this programme into a world leading initiative that will surely change the face of our gender demographics in

motorsport in this country. I do have a call out to everyone in the community who has girls aged between 8 – 11 with an interest in motorsport, as they are invited to take part in taster days at TeamSport locations across the country during the February half term break. From this our talent scouts, be on the lookout for girls to be invited to take part in a series of girls only academy training sessions designed to allow them to gain all the necessary expertise and confidence in their driving before they're then brought into the mainstream of league racing within TeamSport's indoor elite system. The goal for all of this is to have a much larger cohort of talented girls heading for the British Indoor Kart Championship (BIKC) in the autumn. From this we very much hope a group will competing in the national finals and stamping their mark on the future of the sport. Read more about Rosa, and this exciting programme on page 42.

The cover story this month is an article on closed road Stage Rallies, which have been one of the great success stories of motorsport in the UK in the last 10 years. It took a very long time to create the legislation to allow competition to take place on the public highway, and for each event there is a mountain of work for the organisers to coordinate with the community and local authorities to allow this type of competition to take place. It is fantastic to see just how



Paul Woodford quizzes David Richards and Hugh Chambers during the live webinar last month

warm the response has been across the UK for this type of event from those local communities and authorities. Perhaps one of the greatest examples of that has been the Rali Ceredigion, and the fantastic news is that for 2024 the event has become a round of the FIA European Rally Championship. If you have not already been to West Wales and seen this brilliant event, book it in the diary now, as I can guarantee that you will not be disappointed as every aspect of it is so well managed and thought out – www.raliceredigion.co.uk

Looking at the 2024 season, we have so many amazing highlights, but I would like to congratulate the team at PFI kart track in Lincolnshire, who have secured, for the second time now, the most prestigious event in the karting calendar with the CIK Kart World Championships to be held there in September. It is an amazing accolade for the UK to host the world titles and having attended last year's event in Franciacorta, Italy, I can assure you that the level of competition is absolutely mind blowing. Again, I would urge you to put that in your diaries as a must attend event, as you will see the most talented youngsters from around the world – some of whom will become the future Formula 1 stars.

Talking of which, we are proud to have so many world class drivers and co-drivers that are successful on the world stage. One such driver we recognised at the Night of Champions with a Lifetime Achievement Award was Nigel Mansell CBE, who unfortunately could not attend on the night he had suffered a serious medical condition that required operation and was unable to travel. Talking to us a video link, he is now well on the road to recovery and looked in great form.

As the last British driver to have driven for Ferrari in 1993, he is still heralded by the Italian fans as 'Il Leone'. Alongside 'Red 5', his championship Williams winning car, there are few images so impactful as the Mansell helmet in a Ferrari F1 car. And now we have the scintillating news that the most successful F1 driver of all time, our very own Sir Lewis Hamilton MBE, is set to leave the Mercedes Grand Prix team and move to Maranello and join his boyhood dream team of Ferrari for 2025. It was a complete shock to the whole of the industry, but what an amazing and mouth-watering prospect; I certainly cannot wait for the 2025 season to arrive and for us all to be seeing Lewis following on in the great tradition of British drivers in those amazing red cars. We wish him luck for the season ahead in his last for the Brackley boys.

As we close for press, the news has broken that Silverstone has secured the British Grand Prix through until 2034. Motorsport UK is the organiser of the event each year, managing all the operations with thousands of volunteers from across the sport. It is now the largest attended F1 race in the world each year and reflects the passion we have for motorsport and the world leading expertise in promoting and managing an event to the very highest standards of delivery. This is great news for British motorsport, Silverstone and all our members.

Wishing everybody a very safe and successful month ahead and looking forward to a great season in 2024. 🌀

Best regards,
Hugh Chambers
 CEO, Motorsport UK



PFI Kart track will host the CIK Kart World Championships in September



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Inside *Revolution* this month: Exploring the work that goes in to **closed road Stage Rallies** across the UK; Three R.A.C. **Rally marshals** share their stories; **Inside HQ** introduces Rosa Dakin and her work on the F1 Discover Your Drive programme, plus **On The Ladder**, an interview with **Sim racer Dan Amour**, **In Numbers** takes on a Touring Assembly, **What's On** and more...



Resurgence of Closed Road Stage Rallying



Latest News: Meet the Champions, plus the new Head of Cross Country and Clubsport; New Coaching course, Sim Racing interview, an all-female team for Classic FF1600, plus the FIA Karting Trophy entrant...

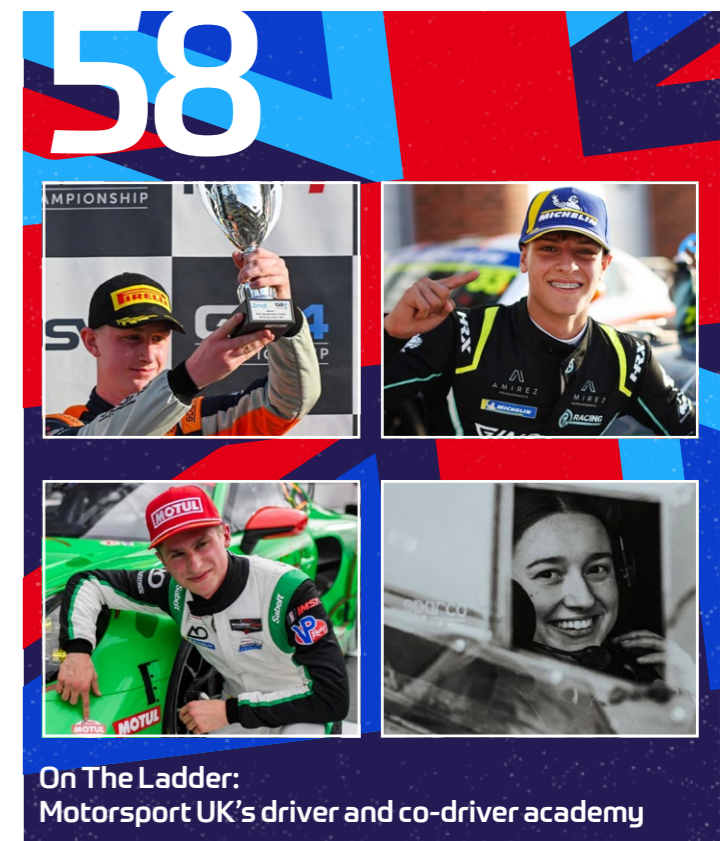


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On The Ladder: Motorsport UK's driver and co-driver academy



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What's on this month

THE RESURGENCE OF CLOSED ROAD STAGE RALLIES

Will Gray spoke to the organisers behind three top closed road Stage Rallies to explore how other Clubs could follow suit



Thousands of people will flock to the small market town of Garstang in Lancashire next month to watch the ceremonial start of the North West Stages. The rally only began in 2019, but is now one of the area's flagship events and attracts fans from far and wide, all coming to see 150 drivers and cars do battle on 11 closed road Special Stages.

Putting on such an event was virtually impossible prior to 2017, when a change in the law made Motorsport UK the authorising body for four-wheeled closed road motor sport events – initially in England, then followed by Wales in 2018 and Scotland in 2019. Earlier, only the Isle of Man and Isle of Mull were able to run on closed roads, thanks to legal dispensation.

“What Mull did before was unbelievable, they had to put so much work in to make that event happen,” recalls Pat Marchbank, Deputy Clerk of the Course for the North West Stages. “Now, the new legislation has opened up the opportunity for anyone to run a closed road Stage Rally – but there is still a lot to do to make it happen.”

Motorsport UK Chair David Richards, who has spent much of his life involved in Rallying, is excited by the recent growth in this aspect of the sport. Since he took the helm of the governing body in 2018, there have been at least five new closed road Stage Rallies launched across England, Wales, and Scotland, with another new event planned for this year.

“We have got little pockets of rallying that are so strong now, and we are seeing more and more people wanting to participate on close public road events,” says Richards. “They are well received locally and are getting embraced by local communities. It is great to have a combination of these and the forest events and we will see how that can develop.”

The Beginning

Closed public roads have been used for motorsport events in Northern Ireland for more than 100 years, thanks to the Parliament of Northern Ireland Road Races Act passed in 1922. It permitted eight motorbike events and two four-wheel events, and, for many decades, this was the only place in the UK where this was possible.

The Act was used mainly for road racing until the Ulster Rally was born in 1976. By that time, the Rally Isle of Man had been running for more than a decade on the island's closed roads after original organisers John Hopwood and Roy Fiddler had been asked by the Tourist Board if closing public roads would help their plans.

>>>>>

Closed road Stage Rallies are growing in popularity

CLOSED ROAD STAGE RALLIES

The Tour of Mull switched to closed roads in 1990 then, later that decade, the organisers of the forest-based Jim Clark Rally considered following suit and approached Dan Wright – then Chair of the Scottish Rally Championship and an advisor to both the Prime Minister and the Secretary of State for Scotland – to support its efforts in securing a private act of Parliament.

“At the time there was a lot of forest rallies, so the club wanted to do something a different,” recalls Wright, who is now the JCMC Chair. “Eventually, we did it, and the Rally became closed road event in 1997 – but having had to go through a very expensive and complicated legal process to make it happen.”

The process was finally made simpler when, after years of effort, the Government was persuaded to introduce the Closed Road Act for England, Wales and then Scotland. Since that change, many new closed road Stage Rallies have come about thanks to support from local councils, who are keen to capitalise on the benefits of hosting an event.

That is exactly what happened in Scotland, when the Argyll and Bute council’s Business Improvement Zone (BIZ) – which is tasked with developing or attracting new events to the area – used the new system to set up the Argyll Rally on the roads around Dunoon, working with the experienced Mull Car Club to deliver what has become a very popular event.

“Dunoon had a forest Rally around 30 years ago and the local Business Improvement Zone (BIZ) wanted to bring it back,” explains Rally Manager Chris Woodcock. “After struggling with the forests, we looked at closed roads and when the Closed Road Bill came in, we proposed a closed road Stage Rally in the Cowell Peninsular and worked with them to make it happen.”

The North West Stages was running successfully for years running on council-owned roads and other private venues – including the Blackpool and Fleetwood promenades. However, the organisers had always hoped to be able to expand it and when the opportunity opened up with the new closed road laws, they acted immediately.

“In our book, closed roads were the future of Rallying,” says Marchbank. “Using multiple single venues is limiting – especially with those single venues becoming less and less – so we always knew this was where it was going. When the law was passed in 2017, we took a break for a year to prepare, and re-launched on closed roads in 2019.”

Developing a plan

Despite the law change, organising a closed road Stage Rally is still no easy matter, but Motorsport UK is working hard to streamline the approach, as Richards explains: “When you are starting off, the administrative hurdles you must go through are very significant and we are doing what we can to find ways of assisting and helping people do that.”

“I think that once you build up a team of people, it becomes easier. We have done a very slow burn on this, only authorising a small number of events to start with, so we can learn from the lessons, work out how it works best for all, how we work with local communities as well, and I think the opportunity for growth is there.”

One of the biggest challenges, according to Marchbank, is the range of skills required to put on an event. “There is dealing with councils, which is time-consuming; there is a huge job on PR with residents; and there are all the safety aspects,” she says. “All these different tranches of work mean you have to have quite a large organisational team to run an event like this.”



The commercial draw of a Stage Rally adds a welcome boost to local economies

There is a clear sequence of events that must take place to put on a closed road Stage Rally, beginning with initial discussions with Motorsport UK. They start around a year before the planned event, at which point organisers will ideally have a good idea of the event, potential stages and already have had some discussions with residents who may be affected.

It would be fair to assume that the idea of running a closed road event is often sparked by a Club member driving a particular road section and thinking ‘oh, this would be fun!’ However, Woodcock says that is “absolutely the worst thing to do” and explains: “A good road to drive, or even a good section of a Road Rally, is not necessarily good for a closed road Stage Rally.”

“The specifics of what is appropriate are very different to any other type of event because when you close a road, you are stopping people from using a piece of tarmac they believe is their God-given right to use! Most people do not care who is enjoying themselves on it, they are just bothered about how it affects them.”

“So, the first thing you need to do is look at a map and think about how many people you are going to be trapping in and how much impact it is going to have on the area. You need to find sections of road that have plenty of alternative routes around them and do whatever you can to mitigate all those problems.”



Closed Road Stage Rallying in the UK



1922 >>>
The Northern Ireland Road Races Act is passed

1963 >>>
Manx Rally (now Rally Isle of Man) begins



1976 >>>
The Ulster Rally is launched in Northern Ireland



1990 >>>
The Tour of Mull switches to closed roads



1997 >>>
Jim Clark Rally switches to a closed road event after securing a one-off act of parliament

2017 >>>
Motorsport UK secures new Act to authorise closed road events in England

CLOSED ROAD STAGE RALLIES

Timing is also key to successful planning – both in terms of fitting in alongside other similar events on the motorsport calendar and getting the best weather conditions for the event. “You do not want rain,” says Wright. “On a rainy closed road Stage Rally, you will end up with a big bill for telegraph poles, I will tell you that from experience!”

“The weather can actually have a big effect on when you can run an event in some areas, so you need to take advice from others who are organising events to see what potential issues you should consider. Just because you think something is a good idea does not necessarily mean it is going to be possible.”

Predicting the weather, however, is increasingly difficult and Marchbank adds: “We have had warm weather in winter and snow in May recently, so you just do not know what to expect. I do not think the competitors care if it is raining or cold, but it is not very pleasant for all the marshals, and if you are depending on income from spectators, you get far less people out.”

Putting it all together

Every closed road Stage Rally organiser will agree that the council and residents are top priority when it comes to planning. Clearly, this can be more difficult when it comes to setting up a new event, as most councils will not have any prior experience and do not know what to expect, but Marchbank says it becomes easier with time.

“It certainly is hardest in year one, when you are trying to convince them of the safety elements you put in play,” she explains. “Before we did our first event, the councils were a bit nervous about it, but once they saw it run, it was all fine. That then helps when you introduce a new council to it, you have got a reference point to refer them to.”

Most councils will have been involved with town parades, or even closing off roads for street events, so they should know

about some of the details. However, closing roads for a Rally is very different, and Wright explains: “The order you get for a closed road Stage Rally suspends the Road Traffic Act, so it is an offense for anyone unauthorised to be on the road.

“Different councils and different organisers approach it in different ways, because there are always different challenges in terms of topography, population density, and local populations, but if a council is not familiar with the process, there are other councils that are, and they are often prepared to help out new organisers.”

Once everyone is onside, the core decisions to make early are the locations of the stages and the duration of the event. This is often determined by the topography, the population density, and the proximity to an urban centre, which can create a major challenge with thousands of people coming to spectate.

“You need to be sure you put together a group of competent people who can handle that, then you need to put a proposal together and discuss it with your local authority,” says Wright. “You need to get them and the emergency services on side and once they are, you need to put together a safety plan, a route and PR plans for the affected residents.”

Running on closed roads means the event is firmly in the public eye and constantly under scrutiny, so it is essential the team delivers what is promised. This is when the expertise of all those involved comes to the fore, and the safety plan plays a central role, as it is meticulously followed and checked by the safety officer throughout the event.

Motorsport UK permitted events are covered by £100m of public liability insurance, and Woodcock believes that without that, no Club on its own would ever be able to run a closed road event. However, even then, planning the stages carefully is essential to limit the risk of damage to cars or the stage surroundings or delays to the event.



Safety concerns and spectator welfare are all part of the planning process

Roads are only closed for a limited period and typically have a re-opening time that must be adhered to. If a stage gets blocked due to a crash or a breakdown it must be cleared quickly, or the whole stage is in jeopardy – and with many stages run several times, that can put a major dent in an event.

Minimising that risk is all about the planning, and Woodcock explains: “On a town centre stage, you have to think about all the things that line the road – including shop fronts – and plan everything to avoid an incident. On rural roads, there are fewer concerns – but we put bails in front of telegraph poles to reduce the risk of someone hitting them.”

Wright says running the Jim Clark event is “like a military operation” with a main on-event operations and logistics team of 35, around 300 marshals covering all the different

stages and four different radio frequencies linking them all together. “We have even had our own air traffic control order to control things like helicopters on one event,” he adds.

“You need lots more marshals and rescue and recovery units than other kinds of events and you need standby teams strategically positioned to dive in when a situation might get beyond the capability of your normal manning. Technology allows you to see more of what is going on, but to sort out problems, you need people on the ground.”

Clearly, running a closed road Stage Rally comes with a heavy load of pressure and Woodcock adds: “We have all sorts of difficult situations to manage, and you cannot panic. You have to be able to keep calm and be able to deal with any situation, get the required services there and sort it out.”

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2018 >>

Clacton Rally is the first new event under the new arrangement



2019 >>

North West Stages becomes the second closed road Stage Rally in England



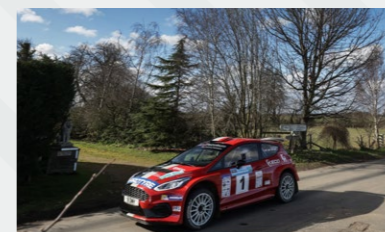
2019 >>

Rali Ceredigion becomes the first closed road Stage Rally in Wales



2021 >>

The Argyll Rally becomes the second closed road Stage Rally on the Scottish mainland



2022 >>

East Riding Stages is launched, run by Beverley and District Motor Club



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Securing a permit

A permit application must be made to Motorsport UK nine months before the event is due to run, at which point the organisers must have developed the route and stage plans, got the council onboard and commenced PR work with residents. However, the council's closed road order is rarely confirmed until two to three weeks before the event takes place.

Soon after the Motorsport UK permit is given, the council will set up a Safety Advisory Group (SAG) with the emergency services and organisers offer, or are invited, to attend. Organisers will also attend Parish Council meetings. During this period, the safety manual and set-up diagrams are developed and must be ready about three months before the event.

In Scotland, the organisers of the Jim Clark Rally carry out a 'dry run' with the council around a month before the final order is given. Wright explains: "Everyone involved in any level of decision making is there and the chairman of the SAG comes up with increasingly difficult scenarios to talk through.

"It is not just the rallying organisers being evaluated, it is the police and the other services, ensuring that everyone can all work together. We all see each other operating under some stress and it develops a very good communal approach, so by the time the rally goes ahead we are all very well integrated.

"There are normally four or five different scenarios, and this can include all sorts of things – right up to protestors gluing themselves onto the street. The session is normally about four hours long and at the end, if the council-led executive is satisfied, the order will be signed. If not, the weaknesses will be defined and discussed and changes will be made."

Even when the process is followed and all the boxes are ticked, there are often unexpected challenges. In Argyll, for example, last year's event almost lost one of its stages due to a condemned bridge which had been damaged by floods after the event had received its permit, but before the final Closed Road Traffic Act order was given.

"It was not part of the actual stage, it was a section of road that came just after it," recalls Woodcock. "Fortunately, someone in the roads department got it checked again and he put a 10mph and 3-tonne limit on the bridge – but a month later, we wrote back to the council to confirm everything was ok and they said we still could not use it.

"For a good two months, we were in a position where potentially we had lost a stage – and we used that stage twice, so it was a major issue. It would have been losing 14 miles of the Rally. In the end, we spoke to the roads officer in Glasgow and it turned out he thought we were going to rally over it. Once he knew we were not, it was given the ok."

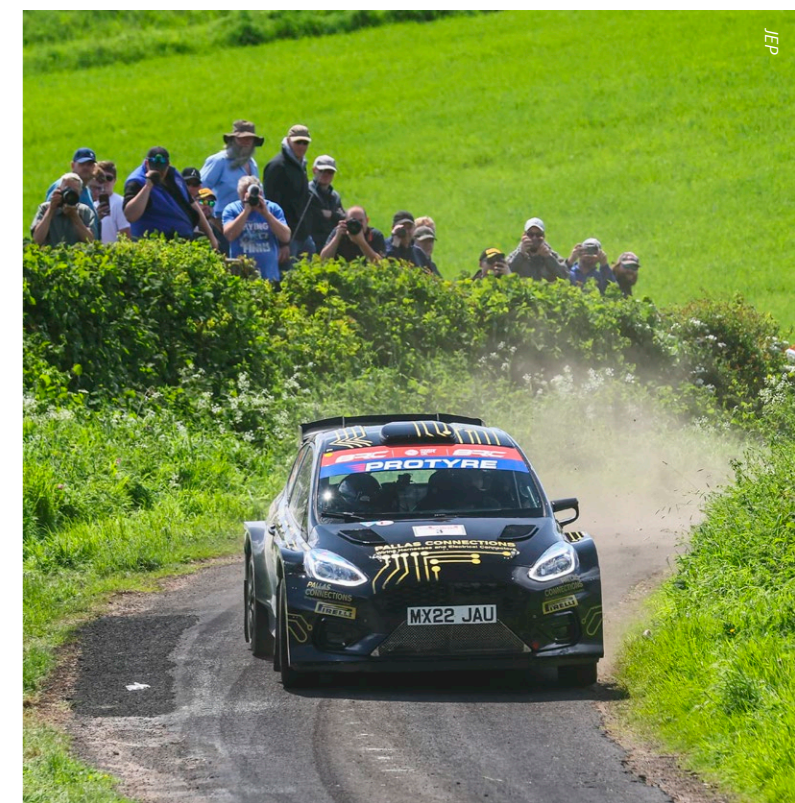
Benefits for all

Wright estimates the cost of running the three-day closed road Jim Clark Rally is "getting on for a quarter of a million" – a figure that, he says, is around three-and-a-half times that of a forest stage Rally of a similar length. But overall, the hard work and higher cost appears to be well worth it, both for the Clubs that run these events and the councils that allow them.

"I never try to justify the Rally to anyone on a sporting basis, it is always about economic development," says Wright. According to analysis of several closed road Stage Rallies, the average direct financial benefit to the local economy during the event is around £750,000, with some estimates valuing the overall economic benefit as high as £3m.

Closed road Stage Rallying is now so popular every event attracts a full field. For the Jim Clark this year, that means 130 cars for the main event on the Friday and Saturday and 130 more for the Clubman-focused Reivers Rally on the Sunday. Similarly, East Riding has sold out, despite not being on any major championship, and Argyll has filled its 150 entry spots.

"You will not be able to get a bed in Dunoon or the surrounding area for a week," says Woodcock, underlining the benefit to local businesses. "It is a really big boost for the region and we also really try to encourage the local communities to capitalise and make a profit for local charities, community groups or village halls."



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CLOSED ROAD STAGE RALLIES

The same philosophy applies on the Jim Clark Rally and Wright adds: "When we have a spectator point, we go to the local rotary club, the scouts, the community council, and ask them if they want to run car parks or sell programmes in return for a portion of the takings. We also get people setting up cake and sweet stalls or selling teas and coffees."

The last running of the North West Stages, in 2022, attracted 4,000 spectators to the ceremonial start and 7,000 out on the stages. That has put a lot of eyes on the region, and Marchbank says: "Often, people think of Lancashire as this sort of grimy place full of mill towns, but when they come here, they see it is absolutely beautiful and they come again."

The Jim Clark also attracts people from far and wide to a beautiful part of the country and Wright adds: "You get a lot of non-motorsport enthusiasts showing up as spectators and they tend to stay around. About 40 per cent are very local, another 20 per cent are from further afield in Scotland, then the remainder come from all over the country."

"We even get some tourists coming, particularly from nearby European countries because the ferry terminal for Amsterdam is not that far away and that makes it easy to get to us. But we know we cannot rest on our laurels – so the program we have for this year is different from last year and the year before. We are always changing something."

It is not all just about financial benefit, however. For a Club, it can be a valuable training ground for the future. Wright explains: "It improves the experience and expertise of the Club members that get involved, because you have to work so closely together as an organising team. It is quite an intense thing to do, so it can really help bond a good team."

Into the future

There is clearly some serious momentum behind this form of Rallying. Those events that were once new are now becoming well established, generating more experience and more positive examples for future events to benefit from.

So, is it a case of the more the merrier? "Undoubtedly, yes," Woodcock responds, before adding a point of caution: "These sorts of events are a wonderful addition, but there is no way that Rallying should ever be allowed to become only closed roads. Rallying is not one surface; Rallying all about a variety of surfaces in a variety of conditions."

"In truth, Rallying should be on any surface on any event. We should not have a closed road Stage Rally with just closed roads; there should not be anything to stop gravel sections being used on a closed road Stage Rally or vice versa. In France, many Rallies use gravel sections of road on tarmac Rallies to link two roads. That is part of what Rallying is about."

Several UK-based forest Rallies are already following this approach, with both the Riponian Stages in Yorkshire, and the Cambrian Rally in Wales, using a section of closed road to link two forest roads and create one complete competitive stage. As pressure on forest stages increases, more are likely to follow suit with a mix of forest and tarmac.

"If Rallying is going to survive in the UK, it really needs closed roads because it is becoming increasingly difficult to secure the forests, and the cost is going up with the need to repair the roads," says Wright. "We need more closed road Stage Rallies, but there is a limit to what you can manage."

"Closed road Stage Rallies take many more officials and



Rally cars racing on residential streets is a rare treat



Night stages are also popular...

marshals than a forest Rally, so as the number of them increases, it will be drawing more on what is a limited pool of suitably experienced officials."

Marchbank concurs, adding: "I am sure there is appetite for more events but the staffing will be the limiting factor. There is a feeling that we lost quite a lot of marshals and radio crews after COVID-19, and closed road events take a lot of marshals, so I believe there needs to be a finite number of these events."

"These are not like single-venue events, where you can have the same marshals on every lap. They are spread all over and you need sufficient marshals and rescue vehicles to take account of spectators partway through the stages. There is just not an endless supply of people, so if you start having one every weekend it will be too much."

The organisers of the North West Stages have chosen to run every other year to ensure they do not over-use the pool of volunteers. They are also developing a pool of stages and alternating the route to make it more varied, more attractive for competitors, and less disruptive to residents.

"That is something we may consider for the future," continues Marchbank, "and I suspect other organisers might do the same. That way, the growth of events around the country is a net benefit for everyone, because you can alternate the calendar year-on-year."

There is clearly already a strong support network between the different events, with many organisers happy to share operational documents with each other, and Wright feels the sharing of expertise and knowledge will be increasingly vital as closed road Stage Rallying continues to grow.

"We are one of several existing rallies that are offering a mentoring program where people who want to organise

events come along and are exposed to all the work that goes on beforehand in terms of the organisation. They will join in some of our safety advisory group meetings with the council, sit in control, go out in vehicles on the day."

"We also recently had a meeting of the organisers of closed road Stage Rallies at Motorsport UK, and that is now something we are going to repeat every year – to share information and look at ways to take things forward."

Marchbank adds: "I speak to people from East Riding all the time and we compare notes on things, so I think that this is a community that is quite happy to help one another. Clacton is a classic example. They shared all their information and documents with everybody; they were not precious with it."

"I have had a couple of people who are setting up new events get in touch and ask questions and we have shared our budgets, safety manual, whatever they like. They might want to do it slightly differently because of where they are or relationships they have, but why reinvent the wheel? If you can help one another out, I think you are duty-bound to do so."

While it is hoped that the gravel Rallying will continue long into the future, the opportunity to support and potentially re-invigorate forest rallying using closed road sections or events, is something that must be maximised.

Wright concludes: "It is clear that the major opportunity for growth in UK Rallying is in closed roads, but we need to realise that not everyone who wants to run a closed road event is automatically going to be able to do it. We all need to get together and make it happen." 🌀

Full details on how to apply for a closed road event are available in the Motorsport UK Resource Centre [HERE](#)



The 2023 award winners

Night of Champions

Celebrating the best of British motorsport

Motorsport UK's annual Night of Champions awards evening brought the stars of the sport out last month with the sport's leading drivers, volunteers, personalities, and community members widely celebrated.

The Royal Automobile Club in Pall Mall, London played host to the evening with the 2023 British champions across circuit racing, rallying, drag racing, autotests, trials, sprint, hillclimb, rallycross and esports all receiving their historic perpetual trophies.

Nigel Mansell CBE was recognised by Motorsport UK with the Lifetime Achievement Award, while Ross Brawn OBE received the Keith Duckworth Award. Stefano Domenicali, Formula 1 CEO, joined guests on the night, paying tribute to Brawn alongside him on the main stage. Malcolm Wilson OBE was the recipient of the Sir Malcolm Campbell Memorial Trophy and host Steve Rider received a welcome surprise at the end of the evening, being recognised with the Murray Walker Award.

The sport's vibrant community were also celebrated across a plethora of awards including Young Media, Volunteer, Organising Team, and Club of the Year, plus two Sustainability Awards.

Lifetime Achievement – Nigel Mansell CBE

Fast, fearless and fiercely competitive, Nigel Mansell is a British motor racing legend and a very worthy winner of an illustrious Lifetime Achievement Award from Motorsport UK.

The Birmingham-born braveheart earned his spurs competing in British Formula Ford and Formula Three Championships, catching the eye of Colin Chapman, who gave Nigel his hard-earned Formula 1 debut for Lotus in 1980.

Over the next 12 years, he won 31 Grands Prix with Williams and Ferrari, finally overcoming the odds to lift the Formula 1 World Championship Drivers' title in 1992. In terms of race victories, Nigel is the second most successful British F1 driver of all time; his tally only topped by Sir Lewis Hamilton.

The Keith Duckworth Award – Ross Brawn OBE

The Keith Duckworth Award is bestowed annually upon an individual or group to recognise technical excellence in motorsport design and engineering. It was introduced last year and is dedicated to the late Keith Duckworth who, together with fellow former Lotus employee Mike Costin, founded legendary Cosworth in the early 1960s.

The inaugural winner was Sir Patrick Head and this year's recipient, Ross Brawn, has taken an innovative and visionary approach to technology, engineering, and strategy that has had a profound impact on Formula 1 and motorsport as a whole.

As technical director of championship-winning Benetton and Ferrari teams, Ross was the mastermind behind all seven of Michael Schumacher's world titles and, after a brief sabbatical, returned initially as team principal of Honda. When the Japanese company withdrew, Ross formed his own Brawn GP team which remarkably won both the F1 Drivers' and Constructors' Championships in its debut season.

More recently Ross's renowned technical expertise has seen him appointed as Managing Director, Motor Sport for the Formula One Group – a role which resulted in F1 becoming a far-improved sporting spectacle.

Sir Malcolm Campbell Memorial Trophy – Malcolm Wilson OBE

For more than 40 years, Malcolm Wilson has been at the forefront of rally sport. As a driver, he won two British national titles in the late 1970s and then achieved a life-long ambition by winning the British Rally Championship in 1994.



Those titles all came in Ford Escorts and his close relationship with the Blue Oval continues to this day. Having founded Malcolm Wilson Motorsport in 1979, the company was rebranded as M-Sport in 1996 when awarded the Ford contract for rallying.

Under Malcolm's inspired leadership, the team has enjoyed much success including winning the FIA World Rally Championship for Manufacturers in 2006 and 2007. A third Manufacturers' crown followed in 2017 together with back-to-back Drivers' and Co-drivers' Championships for Sébastien Ogier and Julien Ingrassia in 2017 and 2018.



Full list of award winners:

British Champions

- British Rally Championship**
Adrien Fourmaux and Alexandre Coria
- British Junior Rally Championship**
Kyle White and Sean Topping
- British Hill Climb Championship**
Wallace Menzies
- British Truck Racing Championship**
Ryan Smith
- British Endurance Championship**
Brad Thurston and Daryl Deleon
- British GT Championship**
Darren Leung and Dan Harper
- British Rallycross Championship 5 Nations Trophy** – Patrick O'Donovan
- British Drag Racing Championship**
Bobby Wallace
- Fuchs Lubricants British Historic Rally Championship** – Roger Chilman and Patrick Walsh
- British Autotest Championship**
Alastair Moffatt
- British Car Trial Championship**
Tim Dovey

British Sporting Trials Championship

Thomas Bricknell

SBD Motorsport British Sprint Championship

Peter Goulding

RoKIT Formula 4 British Championship Certified by FIA

Louis Sharp

Kwik Fit British Touring Car Drivers' Championship – Ash Sutton

Kwik Fit British Touring Car Manufacturers' Championship

Alliance Racing / Ford

British F4 Esports Championship

Luke McKeown

Club & Community Awards

Young Journalist of the Year

Samuel Coop

MPB Young Photographer of the Year

Dom Vincent

Organising Team of the Year

Carryduff Forklift Down Rally

Sustainable Club of the Year

Bath Car Club

Environmental Sustainability Award

JDS Machinery Rali Ceredigion

Club of the Year

Maidstone & Mid Kent Motor Club

Volunteer of the Year

Grace King

Special Awards

Sir Malcolm Campbell Memorial Trophy – Malcolm Wilson OBE

The Keith Duckworth Award

Ross Brawn OBE

Murray Walker Award

Steve Rider

HRH Prince Michael Award of Merit

Peter Riches

Lifetime Achievement

Nigel Mansell CBE

Lifetime Achievement

Bob Kettleboro

FIA Lifetime Achievement Award

Allan-Dean Lewis MBE

Lord Wakefield Award

Margaret Simpson

Lifetime Achievement – Bob Kettleboro

Bob Kettleboro has been one of motorsport's most respected senior officials, performing numerous key roles in a career spanning more than five decades. His in-depth knowledge of the rule book and level-headed application of those regulations have earned him the deep respect of paddocks and pit-lanes both here in the UK and overseas.

Over the years, Bob has maximised his knowledge and expertise to successfully oversee fair play in a wide variety of top positions ranging from the high-pressure spotlight as Clerk of the Course at the British Grand Prix to the distinguished Race Director of the British Touring Car Championship.

Bob's invaluable career highlights also include seasons as Race Director for both GP2 and GP3 Championships (now FIA F2 and F3) – on the premier league Grand Prix bill – as well as ensuring the smooth and safe running of the annual Macau GP street race in the Far East.



Stefano Domenicali, Bob Kettleboro, Peter Riches and Ross Brawn



See all of the champions and trophies here on Motorsport UK TV

Survey to help improve accessibility at motorsport venues

Motorsport UK is working with Nimbus Disability and the Motorsport UK Disability and Accessibility committee to better understand the experiences of disabled people at motorsport venues, with the aim of removing as many barriers to participation as possible.

As part of this work, it is conducting a survey and hosting a series of focus groups to understand the challenges disabled people face when at motorsport venues, in their capacity as a competitor, volunteer or as a spectator.

Focusing on the experiences of those with physical disabilities, and the neurodiverse motorsport community, Motorsport UK will use this information to work with the venues and offer advice and guidance to support access requirements.

We would like to hear from people with access requirements about both positive and negative experiences at our venues.

If you identify as disabled, or want to share a story on behalf of someone, please follow the link below to share the story. All this information will be kept anonymous, and only contact you if you wish to get further involved with the in-person and virtual focus groups.

Fill in the survey [HERE](#)

Please note that in this instance the research is based on your experience at permitted venues, and not as part of getting your license or the sporting side of events. These important workstreams are being worked on beyond this project.



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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.

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Steve Blakeman (right) has over 30 years competitive experience

New Head of Cross Country and Clubsport

Motorsport UK is delighted to announce that Steve Blakeman has become the new Head of Cross Country and Clubsport

Blakeman has a strong Cross Country background with more than 30 years' experience as a competitor and Clerk of Course across Tyro, Cross Country Trials, Time Trials, Winch Recovery, and Competitive Safari events. Most recently, he is also acting as a committee member for Staffordshire & Shropshire Land Rover Club.

Blakeman has joined Motorsport UK's Sporting team, reporting to Safety and Sporting Director John Ryan, working alongside the respective Heads for Rally, Kart, and Race / Speed. Blakeman will lead the development of Cross Country alongside the newly created package of 'Clubsport' consisting of Autotest, Trials and other grass roots events permitted under Certificate of Exemption.

With a Bachelor of Science in Motorsport Management from the Swansea Institute of Higher Education, coupled with his passion for the sport, Blakeman will help build upon the support Motorsport UK can offer to this important community.

"I'm absolutely delighted to be joining Motorsport UK as Head of Cross Country and Clubsport and continue the good work that is already underway," commented Blakeman on his appointment.

"As someone who has had a passion of the sport since the age of four, it's a great honour to have been selected for this position. I am looking forward to putting to use the years of experience I have gained as a spectator, competitor and official to lead Cross Country and Clubsport into the future successfully.

"Although I am not new to the Cross Country community, I am looking forward in my new role to meeting as many of you as I can in the future – especially those new to me in Clubsport. I want to understand your views of Cross Country and Clubsport, and what is needed to sustain and grow the sport in all areas. I believe we have a fantastic sport, with fantastic competitors and officials and I want to promote this to the best of my ability and do the sport justice."

The Welsh Association of Motor Clubs donates to Rescue and Safety Units

The Welsh Association of Motor Clubs (WAMC) has recognised the contribution that rescue units make to motorsport through giving their time and providing equipment, with usually only out of pocket expenses being covered.

The WAMC contacted all the rescue and safety units who attend rounds of WAMC Championship events and donated £300.00 per unit as a small gesture towards the high costs of providing these on-event services. The Association hopes that this will help pay for, or be put towards, maintaining the units, and that other Associations may choose to support rescue units in a similar manner.

The Welsh Association of Motor Clubs



Lace Rescue on duty at the Epynt Ranges



Coaching Courses for 2024

Motorsport UK has developed the Certificate in Coaching Motorsport (1st4Sport, Level 2), setting the standard for coaching in motorsport

The qualification provides both personalised and collaborative experiences to develop and support coach learning, using a blend of face-to-face and online videos, workshops and practical observation and expert insights. It covers technical, tactical, physical, and mental skills, and more importantly, underpins coaching principles drawn from best practice within the sporting industry.

Designed in collaboration with UK Coaching and 1st4sport Qualifications, the course requires commitment from the candidates to complete the following:

- Pre-course reading
- 13 weeks delivery
- 2 workshops
- 9 videos
- 6 webinars
- Practical Coaching
- 16 Tasks
- Final Assessment
- Continued Professional Development Plan

The qualification costs £595, which includes the workshops, webinars, online modules and practical assessment, all coaching resources, educator support and the learner registration fee to 1st4sport as well as the initial Motorsport UK Coach Licence. For 2024, Motorsport UK has introduced a payment plan, which allows coaches to pay a £200 deposit, and pay the remaining £395 before the end of course delivery.

The first Cohort for 2024 is already underway, but spaces are available on the second cohort which begins in March.

Course dates

Webinar 1:	Wed 27th March – 7pm
Webinar 2:	Wed 3rd April – 7pm
Webinar 3:	Wed 10th April – 7pm
Webinar 4:	Wed 17th April – 7pm
Workshop 1:	Thur 25th April, Motorsport UK HQ, Bicester, Oxfordshire
Webinar 5:	Wed 1st May – 7pm
Webinar 6:	Wed 8th May – 7pm
Workshop 2:	Thur 6th June, Motorsport UK HQ, Bicester, Oxfordshire
Assessments:	Fri 7th June, Motorsport UK HQ, Bicester, Oxfordshire

If you would like to apply for the course, please email coaching@motorsportuk.org for further details.



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New eSports series steers rookie racer towards future glory

Championship Sim racing is developing rapidly and drivers can progress from Amateur to Professional just as they do in real-world racing

Dan Amor has come a long way since he first began using a sim to help his real-life cadet karting. After success in last season's UK FF1600 Esports Cup – the feeder series for the British F4 Championship – he was recently selected to join the prestigious Apex Racing Academy and is now targeting a career as an online racer.

It all started when he purchased a Playseat™ with a Thrustmaster™ wheel and pedals for his PS4 in 2018. He quickly moved into the more professional PC racing world, with KartSim allowing him to race virtually on all the tracks where he was competing in real life, and pretty soon his on-track racing gave way to the virtual world.

Amor takes up the story: "From the early days of karting, I understood the need and benefit of working hard on set-up and as I spent more time on this (on a sim), my lap times kept improving. I found myself able to compete with some very good drivers and in 2021, I was invited to join a team called TNT.

"Together with Ronnie Smith, we started to win some endurance races and that gave me the drive to keep progressing. We both moved into Alpha E-sports and continued to gain pace. I practiced a lot and I was able to draw on the knowledge and experience of many connections I made in the sim world to keep improving."

Although more passionate about endurance than open-wheel racing, Amor followed some of his fellow karters into the Apex Racing League F4 series and, after showing good pace in 2022, he wanted to take the next step and join the Motorsport UK F4 Esports British Championship field – but as he was not yet in a top team, he needed to find a way in.

That door opened when Motorsport UK introduced the UK FF1600 Esports Cup as part of a talent pathway for aspiring sim racers. Designed for 'non-pro' drivers, last year's inaugural championship featured eight rounds, and saw Amor star in a running battle with Henry Moore, finishing runner-up and securing a spot in F4 for this season.

After being helped by Stanley Deslandes in the Alpha team, he decided to try out for the Apex Academy, the training ground for some of the world's top sim racers. He went through the recruitment process last November and was selected to join a privileged few on the scheme to learn from the very best sim racers as he continues his journey up the ladder.

"The timing could not have been better," he says. "I knew Apex and many other teams were all watching the series because it is the feeder for F4, and by the end I felt really sharp. UK FF1600 Esports Cup rewards very smooth driving, carrying speed and great decision making, so I was pretty confident going into the Apex trials.

"Being a part of the Apex Academy is fantastic because it gives me access to some of the best drivers out there. The ability to seek advice on every aspect of driving, cars and set-ups means I can progress more quickly than if I had to develop on my own. Having the team behind you when it goes wrong is also great support with the emotional side of things."

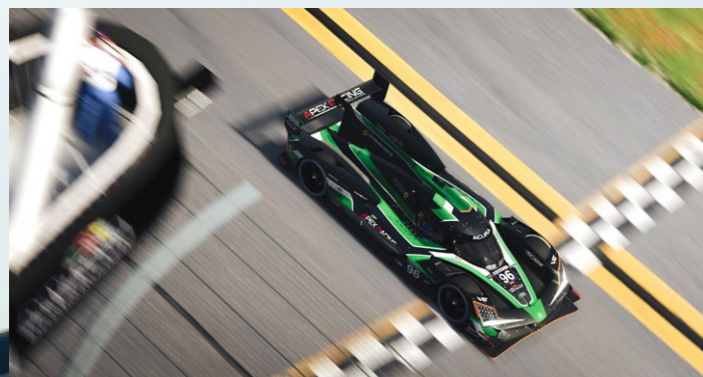
Amor says that developing as a sim driver is "very much the same as real life" with the focus on set-ups, seat time and decision making. He also feels that managing emotions is vital and adds: "The real-life experience of kart meetings prepares you for the ups and downs and, most importantly for sim racing, the emotional stability required."

In last month's Daytona 24hrs, Amor averaged in the top 10 out of more than 6,000 racers – despite it being his first time at this level and in the Grand Touring Prototype, which is the International Motor Sports Association (IMSA) top class car – the same as the new LMDh class at Le Mans and the World Endurance Championship. The support he received since joining Apex enabled him to step up, as he explains: "It gave me the confidence and belief I could perform at this level and being part of a great team on the day helped too."

He is now eager to continue a rapid trajectory to the top, with the short-term aim of graduating to become a full member of the Apex team and, longer term, he says: "I would love to be able to join one of the Factory WEC / IMSA teams as one of their sim drivers developing cars and strategies."



Dan applied his karting knowledge and smooth driving style to earn second place in the 2023 UK FF1600 Esports Cup



Dan competed in January's Daytona 24hrs, averaging in the top 10 from a field of over 6,000 drivers



Interviewed by Will Gray



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



Three car all-female team for Classic FF1600

Teenage sisters Grace and Murrion Parkington and 26-year-old Isla MacKenzie are teaming up to compete in the HSCC Classic Formula Ford 1600 Championship this season in a three-car team.



Murrion, Grace, and Isla

The trio will race three pre-1981 Crossles from Ballpark Motorsport, the team headed by Ian Parkington, father of Grace and Murrion who are currently 15 and 16-years old. The project is thought to be a first in the 57-year history of Formula Ford racing and is certainly a first for the Historic Sports Car Club's Classic FF1600 category.

At 16, Grace has a slight advantage as she did a handful of races in Formula Ford last season to gain some vital early experience. Her younger sister Murrion, who will not be 16 until April, has done some kart racing and is now ready to make the step up. As soon as she reaches her 16th birthday

she will apply for her racing licence. Isla, originally from the Outer Hebrides, now works in Formula 1 and is eager to race after a successful first test.

Ian said: "I'm delighted that Grace and Murrion want to go racing. It is a brilliant sport and it has given me so much pleasure and excitement over the years. All the girls support the Women in Motorsport initiative, and we hope to use the team as a platform to encourage more young females to consider motor sport, either as a hobby or as a full-time career."

The team will use three cars with famous histories: the Crossle 25F raced by Tiff Needell; the Crossle 32F raced by Eddie Irvine and the Crossle 40F raced by Julian Bailey.

The Classic FF1600 season starts at Snetterton in April and takes in six double-headers race meetings.



The team will be racing pre-1981 Crossles from Ballpark Motorsport



FIA Karting Academy Trophy

Motorsport UK has selected Kian Burnard as the UK's representative for the 2024 FIA Karting Academy Trophy following two days of intensive assessment.

Burnard was chosen after a four-way shootout with Jorge Edgar, Lewis Goff and Riley Cranham and will now go on to compete in the three-round championship at Val D'Argenton, France, Slovak Karting Centre, Slovakia and Kristianstad, Sweden this summer.

The judging panel were incredibly impressed with all the finalists, with all four demonstrating good preparation, maturity, and commitment to the assessments.

"We are delighted to be working with Kian as our official FIA Karting Academy driver for 2024," said Motorsport UK's Head of Karting, Dan Parker. "The quality of the applications was exceptionally high, and Kian's selection is a testament to his remarkable skills and commitment to karting. Starting his karting journey in 2021 with indoor karting, Kian has

showcased impressive progress and achieved noteworthy results in multiple categories.

"I am honoured and super excited to be chosen for the FIA Academy Trophy," Burnard added, "it's like a dream come true for me. I can't wait to experience new tracks, racing with the best, learning new skills, and feeling the speed! I will give it my all and make the most of this incredible experience."



Take a walk through the paddock of any national, international or grassroots motorsport event and one name will be familiar: Motul 300V.

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Synthetic fuel and electric karting on display at AS24

AS24 points to motorsports future

The Business Forum at last month's Autosport International (AS24) held many discussions on the challenges and opportunities facing motorsport, ranging from the move towards renewable fuels, competing pathways to reduce emissions and the growth of artificial intelligence.

Since 2021, a growing number of championships have adopted fully or partially sustainable fuels for use by competitors, officials, and spectators, with Goodwood among the latest to mandate what goes into their competitors' race engines for this year. Speaking at AS24, Benjamin Cuyt, partnership and sales manager at P1 Fuels, sustainable fuel supplier to the World Rally Championship (WRC), said he believes "not enough people are aware of the encouraging progress being made to counter perceptions that motorsport enthusiasts are just having fun burning fossil fuel", and that "we have the story wrong, and we have the timing wrong..."

"Unfortunately, we don't have enough engineers in our governments," lamented Cuyt. "Everybody is saying it will be EV, it will be EV-only, but this is still technology that is in development. We should be more open-minded to all technologies."

Motorsport still has a key role to play in driving technology forward. Partnerships like Formula 1's collaboration with DHL with a fleet of 18 biofuel-powered trucks is a step in the right direction, as it delivered an average 83 per cent reduction in carbon emissions across all the European rounds of championship in 2023.

On a local scale, Motorsport UK continues to support and encourage Clubs to reduce the carbon footprint of all events and activities, with tools such as carbon calculator and a wider set of resources – www.motorsportuk.org/about-us/environmental-sustainability/environmental-resources/

Dreaming of the future

The Project Energise Science Show takes place at the British Motor Museum, Gaydon, in Warwickshire from 13th-16th and 20th-21st of February.

Here, Children (and their parents) can discover a range of experiments that put alternative energies to the test. Make Your Own Car of the Future offers children (of all ages) a chance to create a dream car of the

future. Will it use gravitational, mechanical, potential, or electromagnetic energy?

Visitors can also join the Fix It! Family Trail, running daily, enabling families to explore the Museum on a hunt for parts to build a car. At each station, there will be parts from past, present and future cars, which can be mixed to create a vehicle of dreams!

For more information about half-term activities, see: www.britishmotormuseum.co.uk/whats-on/enthralling-energy

Free In-person Carbon Literacy for Sport training

In a collaborative effort to support and educate sporting clubs and personnel, BASIS, in conjunction with Sport England, is delivering a series of in-person and online Carbon Literacy training courses for the Sports Sector. Due to high demand, all the on-line courses have filled up very quickly, however in-person courses are still available:

- Wednesday, 14th February
Edgbaston Stadium, Birmingham
- Wednesday, 14th February
Ashton Gate Stadium, Bristol
- Thursday, 15th February
SportPark, Loughborough University Leicestershire
- Monday, 11th March 2024
Sport England's office, 10 South Colonnade, Canary Wharf, London

The new Carbon Literacy Sports Kit provides bespoke training to raise awareness of greenhouse gas emissions and their role in climate change and, importantly, what you can do about it. In five modules delivered on the day, attendees will learn about:

- The basics of climate change science, the evidence for climate change and the impacts of climate change
- Issues around equity and vulnerability, local impacts, and the impacts on sport
- The co-benefits of taking climate action, the current policy position, and the influence of the sport sector
- Your own individual carbon footprint and organisational carbon footprints
- Why action is important, how to talk about climate change to others and how to develop carbon pledges.

The course is **FREE** to the UK sports sector, on a first come, first served basis, for up to 24 people. Maximum of three attendees per organisation / club. For further details see <https://basis.org.uk/events/>



Motorsport UK has appointed a new Sustainability Manager who starts with the team at the end of February. Alex Chan is an experienced environmental professional, with a Business Administration degree from California State Polytechnic University, plus 15 years of combined experience in sustainability-focused roles.

Alex's earliest motorsport experience he can remember is watching Formula 3 and Touring car races in Macau GP in front of a television as a child. He and his brother were captivated by the thrilling race, and each held a circular plate as they pretended to race along with the drivers on the screen. More recently Alex spent two years participating in Autocross events in Southern California and attended classic car race at Silverstone last year.

Earlier in his career, Alex was working with supply chain, ensuring suppliers' compliance and commitment to sustainability. Bringing this knowledge to new industries led him to the automobile industry, and now motorsport, where he can continue advocating for sustainable practices and potentially make a significant impact on the world.

Alex will be responsible for Motorsport UK's environment data work and will liaise closely with the Clubs to support them in creating more sustainable events.



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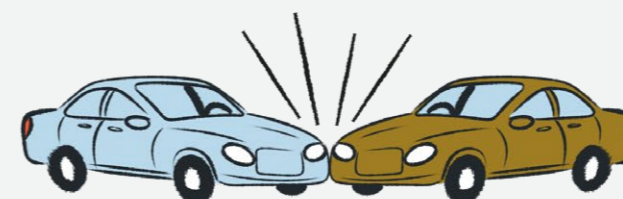
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We're offering free Excess Protection worth £32* for home and £38** for car insurance for Motorsport UK members, when you switch your car or home insurance policy to us. This will help protect against the cost of a making a claim where there's an excess.

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Probite British Rally Championship on ITV

The Probite British Rally Championship (BRC) will return to free-to-air terrestrial television this season, after signing a multi-year deal with ITV4 and ITVM to broadcast the six-round series across the UK and the Republic of Ireland.

An enhanced media package includes a dedicated one-hour highlights show on ITV4 after each round, with further repeat broadcasts and an end of season round-up programme.

The programme will also be available on ITVM – the on demand streaming service, ensuring the championship action can be enjoyed long after each round ends.



John Webb



John (left) with 'the voice of Brands Hatch' Brian Jones in Spain, 2008

Motorsport UK is saddened to learn of the passing of John Webb, the former managing director of Motor Circuit Developments, and who was instrumental in the running and promotion of many successful motorsport events over many years at Brands Hatch circuit.

John brought many high-profile motorsport series and events to the Kent circuit, including several World Championship and non-championship Grands Prix from the 1960s through to its last in 1986, the first UK visit by IndyCar, the World Sportscar Championship and many more.

In addition, John was responsible for introducing Formula Ford and Formula 5000 to the UK, helping to relocate the Formula Ford Festival moving Snetterton to Brands Hatch in 1976, where the event is still held.

As a young man John was fascinated by aircraft, but his time spent with Brands Hatch, and an involvement with the Connaught Formula 1 team, turned his attention to motorsport. He competed with a Jensen 541 in a number of races, sprints and hillclimbs, with some success, and was the holder of the Brands Hatch saloon car lap record at one point.



Kenneth Holley

Motorsport UK is sad to learn of the death of Dr Ken Holley, a former Medical Officer at Brands Hatch, and Chief Medical Officer at Mallory Park and Silverstone, where he presided at several Grands Prix, and sends condolences to his wife Joan and children Andy, Richard and Clare.



Formula Ford racing at Brands Hatch

In 1960 the Brands Hatch went through a series of updates and changes. The Grand Prix loop was added to the circuit, and, within the same year, a change of ownership was completed with Grovewood Securities Ltd running the venue. In July 1964 Brands Hatch had hosted its first British Grand Prix, which then alternated between there and Silverstone for the next 22 years. Soon after, three other circuits were added to the roster – Oulton Park, Mallory Park and Snetterton – and in May 1966, a separate company, Motor Circuit Developments Ltd, was formed, with John Webb as full-time executive director.

Motorsport UK extends its sincerest condolences to John's wife Angela, his family, and friends.



F5000 was brought to the UK by John Webb

Nigel Edwards



The Scrutineering and historic racing community has come together to pay tribute to scrutineer Nigel Edwards who lost his battle with cancer at the age of 70. Beginning his Scrutineering career around 15 years ago, from the start Nigel worked very closely with the Historic Sports Car Club (HSCC) qualifying as a National and Eligibility Scrutineer, and later putting his expertise on historic vehicles to good use as an FIA Historic Technical Passport Registrar.

The HSCC have paid the following tribute:

Nigel, from Storrington in West Sussex, was a widely respected scrutineer and eligibility scrutineer for the Historic Sports Car Club. His sad passing will leave an enormous gap in historic racing.

After racing a Lotus Elan in Road Sports in the late 1990s, Nigel decided to put something back into the sport and worked extensively as a scrutineer, bringing vast knowledge, experience, common sense, and enthusiasm to the role.

Many fellow officials and competitors have paid tribute to Nigel, commenting on his patience, knowledge, and genuine desire to help competitors. He was enormously respected by all those who came into contact with him, and many competitors have spoken of the help and advice he gave freely. One of his key roles was as eligibility scrutineer for Historic Formula 2.

Motorsport UK sends sincere condolences to Nigel's wife Tessa and family, as well as his many friends and colleagues in the Motorsport community.

Roy Bowman

President and Treasurer of the British Motorsports Marshals Club, Northern Ireland, Roy Bowman, sadly passed away on New Years Day 2024.

Roy's contribution to motorsport spans many decades and he was a founder member of the BMRMC NI section of the Midland Region of the BMRMC in 1979. When the BMMC NI region came into existence in 1992, Roy was still very much involved.

Over his many years of service to the sport, Roy served in all the leading committee roles and took over as editor in chief of the BMMC NI region magazine in 1996 where his encyclopaedic knowledge of all things motorsport and motoring was often displayed alongside his signature wit. Roy continued as editor of the magazine up until his untimely passing in 2024. The magazine was often described as "unique" and appreciated by not only members of the BMMC NI region, but also nationally and beyond.

Roy also organised a Fantasy GP each season which proved very popular and was often hotly contested. He ran various club events such as a Christmas Quiz which was challenging but great fun and often very competitive.

Alongside his committee and magazine editor roles, Roy was still an active marshal. He was in his element marshalling at Kirkistown Race Meetings (which he very rarely missed) as well as marshalling across the motorsport spectrum at sprints, hill climbs and rallies. Roy was always ready to share his immense knowledge with others while on post, providing insightful and informative days for many marshalling colleagues over the years.

As can be expected of someone with such experience in motorsport, there have been many adventures involving Roy over the years. Infamously, he was involved in an incident at the Phoenix Park Motor Races in Dublin in 1982, when he was lucky to escape with only a broken leg after being struck by an errant Formula Atlantic while marshalling at School House along the back straight. But it wasn't long before Roy was back in his orange overalls.

A perfect gentleman, Roy will be sadly missed by everyone who had the privilege to know him. To Roy's wife Norma, daughter Ceri and the rest of the family circle Motorsport UK and the BMMC extend our sympathies and condolences at this sad time.



REIS RACE RETRO BRINGS HISTORIC MOTORSPORT TO LIFE

Race Retro has all the essentials you need to prepare for this season



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Pete Austin

Reis Race Retro takes place from the 23rd-25th February at Stoneleigh Park, and has everything to get you in gear and racing into the motorsport season ahead!

Discover all you need, with a new indoor hall dedicated to Autojumble and the Trader Village. Alongside specialist exhibitors, championships, race series, and clubs, Race Retro offers a plethora of racing, rallying and motorsport activities, plus a wide range of shopping opportunities. Visitors can complete their Race Licence Medical or hone their competition skills with the HERO-ERA training academy, which offers sessions for all levels of experience.

As well as a collection of specialist dealers at the Show, Iconic Auctioneers is hosting a competition car sale on Friday 23rd February – the perfect opportunity to secure your next race car. With competitive prices, a customer-centric approach, and an incredible car collection, it's an occasion not to miss.

Reis Race Retro brings historic motorsport to life. You can experience the revival of legendary rally cars on the outdoor rally stage, historic karts speeding around a dedicated circuit, plus an extensive display of classic cars and high-performance vehicles within

the halls, offering a nostalgic journey through the world of motorsport we cherished growing up. Vehicles on display include:

- 1987 / 2021 BMW M3
- Ex-Richard Burns 1998 Mitsubishi Lancer GSR Evolution V'S500 TMR
- Ex-James Hunt 1973 March F2
- Porsche 1975 911 RSR
- 1932 Bugatti Type 51
- 1969 McLaren M12 Can Am Car
- Ex-Colin McRae Ford Focus WRC
- 1976 Ferrari 308 Vetroresina

Talk Motorsport with Reis

After soaking up the live rally action, admiring the displays cars and browsing the classic trader stalls, come and sit back and reminisce with some of the finest motorsport legends at Talk Motorsport with Reis!

The line-up of guest speakers so far includes:

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- John Watson
- Ian 'Fluxie' Flux
- Mike Wilds
- Jeremy Walton and Damien Smith
- David and Tom Llewellyn

Visit raceretro.com for an updated line-up as the show approaches.

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*Discount code valid for tickets bought online before midnight on Thursday 22nd February 2024. When the code is entered on the online booking form the page will reload to show the discounted rates.



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DISCOVER YOUR DRIVE

with programme manager Rosa Dakin

F1 Academy Discover Your Drive Karting UK is a national programme offering a gateway to motorsport, for young girls

Discover Your Drive is the first talent identification programme to launch under F1 Academy. It is a national programme that aims to find and nurture the next generation of female karting talent.

F1 Academy Discover Your Drive Karting UK is operated by Motorsport UK, and operated by TeamSport UK, which has 35 indoor karting venues across the UK. The goal of this partnership is to support girls to progress to the British Indoor Karting Championships (BIKC) hosted by TeamSport in Autumn 2024, and beyond.

The programme is aimed at girls aged 8-12 years. They need no previous karting experience to be involved in the programme – just a desire to try something new!

In 2023, Motorsport UK and TeamSport ran a pilot for Discover Your Drive. Six pilot sites delivered 'Discover Your Drive Race Academy' sessions which resulted in a 265 per cent increase in cadet-aged females participating in the British Indoor Karting Championships.

- At a non-Discover Your Drive venue the average number of cadet-aged females qualifying was 1.4
- At a Discover Your Drive venue the average number of cadet-aged females qualifying was 5.7
- 52 females participated in the 2023 pilot. 35 of these qualified for BIKC 2023

The pilot showed great potential. For 2024 Motorsport UK wants to give more girls the opportunity to come forward and have a go at karting with Discover Your Drive Days, which is a mixture of both on-track and off-track activities, delivered by TeamSport.

We have also acknowledged the need for the girls to be supported beyond the Discover Your Drive Race Academy with the creation of the Discover Your Drive Race League sessions that will give the girls the opportunity to practice against mixed ability and gender, to develop their race craft.

Over the next six months, there will be two more sets of Discover Your Drive Days, held at 10 nationwide TeamSport locations. These will be the gateway to karting and motorsport for girls aged 8-12 years old. We want them

to have that great first experience of motorsport in a fun, safe and inclusive environment. Across these 10-sites, those drivers that show the most potential, as identified by trained TeamSport Chief Instructors, will be invited to join the Discover Your Drive Race Academy.

Throughout 2024, there will be four sets of national Discover Your Drive Days, and the subsequent Discover Your Drive Race Academy, to equip the girls with the skills needed to compete in a junior level of indoor karting – the British Indoor Karting Championship 2024.

Beyond this, Motorsport UK wants to continue to develop the relationship with F1 Academy and support them to find the first female F1 World Champion.



Rosa working at the University of Birmingham





Rosa began her sport science career in equestrian competitions, and that sparked her first interest in motorsport

Step by step

“The Discover Your Drive programme is still really in its infancy,” says programme manager Rosa Dakin. “We want to create a sustainable support structure for females entering the sport, both at an early age, through the Discover Your Drive initiative, but then also look at how we can support those females already participating in motorsport.

“The long-term goal of 2024 will be making sure that the Discover Your Drive Days and the Race Academy are successful, while also establishing how we are going to retain, engage and develop females in karting across the performance pathway, and then into wider motorsport disciplines. It is my hope we see an uplift in the female membership base of Motorsport UK as a result of this programme and the ripple effect it should create.

“I joined Motorsport UK in October of 2023, just as the Discover Your Drive pilot was coming to an end. I have had to learn quickly, coming into the role with three groups of stakeholders, but it has also allowed me to have influence in shaping the 2024 programme, what it looks like and how it is delivered which is really exciting.

“When I first read the job description for this role, it really jumped out at me. It was the perfect combination of sports development and sport performance – which is exactly my background.

“I was drawn by the fact it was an initiative about engaging females in sport. As a female myself, having played and worked in sport I feel passionately about encouraging more females to be involved in sport through participation for fun, performance at an elite level, or to work in roles like this one that help shape the experience for other females.

“Formula 1 is a global brand that is instantly recognisable, so to be able to work on a programme with the F1 Academy is a huge privilege. I hope to make it a success and play a small part in the changing the history of females in motorsport.

“My competitive sporting background is largely as an equestrian, I have horses, I had ridden since the age of four and it is something that I love. After a busy day at work, I enjoy being able to go to see the horses, ride and unwind. I am hugely competitive, mostly with myself, but also against others who have grown up competing horses and continue to do so.

“It was my love of horses that lead me to discover motorsport. My first job after finishing my Masters Degree at Loughborough University was as a Sport Scientist at the University of Birmingham. I was responsible for supporting 15 individual elite university scholar athletes and three performance teams. Birmingham University is a big sporting University where I had to learn to work under pressure and deliver results.

“Part of my time there I spent working towards my accreditation and as a physiologist, my friend was a KZ2 Karting athlete who had just come off the back of winning the British Karting Championship in 2020 and needed help with his fitness. I started to research the physiological demands of karting and how fit you needed be to drive a KZ2 kart and realised it was very similar to being a horse rider, which I had studied for my Masters thesis. The heart rate responses are very similar, the way the muscles contract is the same as horse riders, the need to meet a weight limit, where all things that I found interesting to discover.

“It was easy for me to create synergies in my head between an equestrian and a motorsport athlete and from there my interest has continued to grow. Motorsport is a hugely under researched area which is surprising considering the risky nature of the sport, but also the narrow margins which the top teams and drivers can win or a lose a race on – which ultimately can have huge commercial impacts.

“Since leaving the University of Birmingham, I still keep myself up to date with development in sport science and I will



2020 British KZ2 Kart Champion Joe Charlton undergoing fitness testing at the University of Birmingham

apply this here at Motorsport UK, developing a performance pathway and support structure around the girls who are completing the Discover Your Drive programme and beyond.

“I have also worked at Basketball England as the Commonwealth Games Legacy Project Manager. Following the success of Birmingham 2022 Commonwealth Games and Team England’s gold and silver in the men’s and women’s 3x3 competition, Sport England invested a large amount of legacy funding into Basketball England. It was my responsibility to ensure that we engaged the 10,400 participants in 3x3 Basketball across the legacy period of the 18-months following the Commonwealth Games.

“It was here that I learnt how to engage people into a new sport. 3x3 is a really young sport, which not many people have heard of. There are the core communities of Basketball fans who play the game week-in week-out, but fewer schools, community groups and charities that have heard of the game. It was really rewarding being able to support organisations to deliver 3x3 events and give people the opportunity to understand how fantastic sport is. I hope I can bring this passion and humility to this role and empower young girls to take that step into a new environment, and to try karting for the first time.

I will continue to apply a sport performance angle to this project where possible. There is an opportunity to do some world leading research into karting, single-seater racing and what it really takes to be a racing driver. More traditional



The pilot scheme in 2023 was supported by Susie Wolff, Managing Director of F1 Academy

physiology dominant sports have this data – swimming, cycling, and running for example, so finding someone with potential talent is easier because there is more of a blueprint to follow. It doesn’t mean it is always going to work – Usain Bolt broke the mould for sprinters by being 6 feet, 5 inches – but having research to guide us will certainly point us in the right direction as we progress along the path of talent identifying females, looking for the next generation of female karting talent.

Where to next?

“In 2024 for Discover Your Drive, I would like to see four females on the starting grid of the British Indoor Karting Championship in the Cadet category. We had one entrant last year, but it would be great to see that number increasing. Secondly to that, an increase in female membership at Motorsport UK. Yes, outcome is important with performance outcomes, but taking a step back and looking at the bigger picture, it would be great to see more females in motorsport, with girls participating in the Discover Your Drive programme and then staying in the sport.

“Professionally, I want to see the project grow and flourish. It would be fantastic for Motorsport UK to be the national governing body leading the way around the world for this type of female talent identification and development programme. Nothing like it exists and it would be great to stay at the forefront of the development of female motorsport athletes. In five years’ time, if one of the girls



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who came through the Discover Your Drive programme progresses on to be competitive in motorsport at a more senior level, that would be a really incredible moment, both for me professionally, but also the sport.

Motorsport UK is continuing to improve the opportunities for young women to participate in the sport, and Dakin is thrilled to part of this dynamic series of programmes. "We have the hugely successful and ever-growing Girls On Track programme managed by Jenny Fletcher," she adds, "that really shines a spotlight on the possibilities for females in motorsport, especially those roles that sit outside of performance and wanting to be a driver. I know this programme will continue to grow across 2024 and beyond which is so important for females and female representation across motorsport.

"Here at Motorsport UK, I believe we have a role to play in increasing the visibility of women in motorsport to the community, but also beyond these members. We have some really exciting British female drivers across F1 Academy and F4 this year. It is important that we can create role models for young girls completing Discover Your Drive to look up to

and aspire to be. There is that saying of 'you've got to see it to believe it' and I believe that is very true especially in motorsport."

In to 2024 and beyond Motorsport UK will continue to work very closely with F1 Academy to develop pathways and opportunities for females coming in to motorsport.

"It is a hugely exciting time to be part of the sport", enthuses Dakin, "and I hope we can see a real impact in the months and years ahead. We have some exciting announcements and collaborations in the pipeline – but unfortunately I can't reveal more at this time!"

So for any aspiring young females who want to explore motorsport, the Discover Your Drive programme is the opportunity to get some world-leading support and has the potential to give those involved the boost they need to compete at the highest levels. To find out more about F1 Academy Discover Your Drive Karting UK visit the TeamSport website – www.team-sport.co.uk/dyd

To learn more about F1 Academy Discover Your Drive, the global participation campaign run by F1 Academy, click [HERE](#)



F1 ACADEMY
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Motorsport UK TV attends the BRSCC Driven By Racing Weekend to discover what it takes to be a volunteer marshal in motorsport.



RALLY LICENCE... NOW WHAT?

Jon Desborough walks you through the step-by-step process of preparing for your first rally.



GET STARTED IN HILLCLIMB

Billy Grace discusses competing at a hill climb event, unravelling the licensing requirements and mandatory safety equipment needed.



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RALLY MARSHALLING

Marshalling on a Stage Rally is a thrilling experience that draws in volunteers from all around the British Isles and beyond. Motorsport UK is working hard to enable and encourage more people to get involved. *Revolution* visited stages at the popular Roger Albert Clark Rally to find out more...

Britain's Rally marshals are recognised and respected throughout the world. The level of training available in the UK is extremely high and the nation's supporting cast is second to none when it comes to delivering safe and successful events.

However, all sports need new blood to step up and join in – and fortunately, people are starting to do just that. More than 100 training events typically take place throughout the year, helping new and existing marshals to attain their grades and develop new skills and experience. The process begins online, with specific skills then taught in modules, with licensed trainers passing on their expertise in different formats, from large club evenings to a small group meets.

Motorsport UK, through the registered clubs, runs around 95 Stage Rally events each year. The bi-annual Roger Albert Clark (R.A.C.) Rally is one of the UK's flagship events for historic rallying – and it is also a major focus in the marshalling world. A five-day epic that travels through the UK, it harks back to the sport's 'glory days' of the 1970s and 80s it is seen by many as the discipline's top event in the country.

Fortunately, with 1,600 marshals needed to run the event, there is plenty of opportunity to get involved – and for those that do, it is the Rally equivalent of marshalling at the pinnacle of British motorsport. Yes, the weather can be cold and wet, but the forests come alive when the cars speed through them and the atmosphere and camaraderie make it a season highlight.

The jobs involved in the event are no different to those carried out on any Stage Rally, or on many forms of motorsport events around the UK – and volunteering at Club level can open doors to amazing experiences from grassroots right up to the big events.

“The opportunity to volunteer on rallies, continues all year round in all weathers with beautifully prepared cars”, notes Sue Fletcher, the Volunteer Development Coordinator at Motorsport UK. “What better reason to get up very early on a cold frosty morning! The Volunteer Development Team here at Motorsport UK all volunteer in various Official and Marshal roles at rallies and across most of the other motorsport disciplines too.”

The Volunteer Development Team are proud to say that each of them are involved as volunteers in various events and roles across the year. Whether as a Scrutineer, a Speed Clerk, Rally Clerk, Safety Delegate, Trainer, Marshal (and many more roles), their passion started with marshalling and now continues

as they are in the fortunate position of being able to make a difference and help more marshals access and enjoy the sport as they do.

There are many ways of volunteering for a rally and they all start with an online module to run through the safety basics of being a marshal. This module can be found [HERE](#). Motorsport UK is recognised as the sole governing body of motor sports in Great Britain. The other very important step is to become a member of a Motorsport Club so that you can be kept informed of events – both locally and across the UK. Once you are a member of a club, there are so many opportunities that will be available to you, as well as further training and support.

For 2024 Motorsport UK is actively attending major events, delivering a focussed communication campaign as well as supporting clubs with grants and support materials to recruit more Marshals and Officials. Additionally, it is exploring ways to engage young people and encourage their involvement – whether as marshals or officials, so that they can volunteer and participate in more roles than previously.

For further information on the Marshalling, Officials roles and Volunteer Training, please contact the relevant address below:

marshals@motorsportuk.org
officials@motorsportuk.org
training@motorsportuk.org

>>>>>



Suze Endean



Neil and Claire Raven



Wym Wakefield



Motorsport insurance specialists

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

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marshsport.co.uk/motorsport

Revolution spoke to five people at this year's Rally, to discover what they do and how they got there...

How did you get into marshalling?

I was a competitor to begin with, competing in grassroots motorsport, and I thought I should probably give something back. That was the only reason I really started marshalling, then I found that I quite enjoyed it! Marshalling helps me understand things better as a competitor, and competing helps me understand things better as a marshal.

How did you get to work on this Rally specifically?

I saw that it was available, had some annual leave and simply volunteered and signed up on the website. It was all pretty easy.

Why did you want to work on the R.A.C. Rally?

I had heard lots of stories about it, but I had never done it myself. I was supposed to marshal two years ago but it was around COVID-19 and I ended up being ill and could not make it. It is a couple of hours from my home and there is such a variety of cars, such a big field and such a long event. It is so unique, and it is just a great opportunity to come out into the Welsh forests.

What is it like when you work with people who are new to marshalling?

It is nice to work with new marshals and see things through their eyes. Sometimes you forget the passion and excitement of being close to the cars, not knowing what is going to

happen. It helps to see it in a different way – you remember why you do it and it reminds you of things you found hard, things you did not know, and what you have learnt. It is also great to be able to share the useful tips and experience I have picked up over the years.

What are your highlights of the role?

Meeting people. Some of my closest friends are in motorsport and I would not necessarily have met them through work and everyday life. That is a really important thing to me. Getting to be part of a team, the camaraderie, everybody works together. Yes, there can be early starts, and it can rain, but as long as you are appropriately attired, that is fine.

Why do we need more volunteers and officials in motorsport events in general?

People always say that volunteers are the bread and butter of motorsport and although it can sound a bit of a cliché, it is really true. I like to compete as well, but I cannot compete without volunteers and people marshalling. It also gives you a completely different skill set. So far, I have never actually used the First Aid training that I have had gained through motorsport on a Rally, but I have used it in real life, and it gives that peace of mind that if something happens you are better equipped to deal with it.

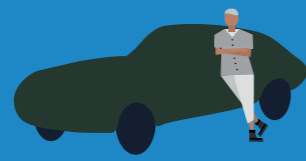


Suze Endean, Junction Marshal



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Neil and Claire Raven, Equipment crew

How did you both get into marshalling?

NR: We have been joking recently that ours is a marriage of convenience – because I do not have to go look for a navigator now, and we can come out marshalling together as well. We do it because it is good to give a bit back to the Clubs and to make motorsport work and run.

How did you get into this event and why was it important for you guys to do?

CR: We used to help set up stages when the WRC ran in Wales, so we were asked to come back and help out. We like giving back to the Road Rallies because a lot of the competitors come and marshal on the events that we do, such as Historics and Targas, and we all need to help each other to make these events happen.

Why do you think it's important for more people to volunteer at motorsport events?

NR: You get a nice high-vis coat! Honestly, it is all about giving back to the motorsport world.

CR: It is a good feeling doing something for other people. It is not the cheapest of sports, with the insurance going up all the time, so it is always good to have people doing it as volunteers, rather than having to pay people to run the events.

Do you have any specific memorable moments from volunteering at these events?

CR: Yes! We got engaged on Wales Rally GB!

What does your role entail?

We use the radio network to check the cars going through the stage and then account for anyone who is left behind. We know how many cars come in and go out, so we can identify when a car has stopped and then ascertain what the problems are.

How long have you been volunteering in motorsport?

About 50 years. In fact, the last time I was in this forest was as a spectator on the old RAC Rally back in the 1980s. They were nationwide events back then and we used to drive almost non-stop for four days to watch them. That is how I first got interested in rallying, then I started marshalling and also used to compete in Road Rallying. I worked my way up to stage commander and eventually became joint regional organiser for Mid Wales.

What are your personal highlights of your time volunteering?

I go to the Mull Rally every year and I love it. My friend and I have been going together for about twelve years and that really is classic stuff up there. Beautiful place. Great Rally. Good company. Stunning scenery. What more could you want?

Do we need more people volunteering in motorsport?

In Rallying, from my experience, you do not see many youngsters volunteering. I am not sure why it is, but if you look around at the marshals, they always seem older. Most people, when they do turn out, are very enthusiastic and ready to learn, but there is unfortunately very few of them. I think a lot of people who are interested in Rallying are really missing out on a great opportunity by not getting involved! 🌀

*Wym Wakefield,
Radio Car Marshal*



How To Get Involved

If the marshalling experiences here have inspired you to give it a go, it is easy to take the first step. Just log in to the Motorsport UK member portal and head to the Learning Hub, where you will find a range of training and awareness modules.

You must first become a Registered Marshal by completing the online Registered Marshal Accreditation Course, which is found on the homepage. This consists of four short learning modules and an assessment and, on average, takes less than 30 minutes to complete.

Once you have completed the online course, you may then complete your registration by confirming your details and uploading a photograph via the member portal. This then allows you to volunteer to assist the marshalling team at any type of event – and if you inform the organising Club that you are just starting out or are new to the discipline, they will ensure you are supported by someone with the appropriate experience.

After that, progression is through the marshalling roles which are clearly identified on the Marshals Development Pathways. The pathways are designed to provide specific skills training, enabling an individual to progress from cadet through to specialised marshalling roles in each discipline of the sport. If you are interested in marshal training, visit www.motorsportuk.org/volunteers/marshals/online-marshals-training

You can also email training@motorsportuk.org or get in touch with your local motorsport Club or Regional Association for further information. Use the [Motorsport UK Club Finder](#) to help you take the next step.

Motorsport in your everyday road car



The UK's grassroots motorsport scene represents thousands of competitors, with hundreds of events taking place every year.

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

There are three principle StreetCar categories, offering 12 unique opportunities to participate:



Autotest



Trials and
Cross Country



Rally



Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram and World Rally Championship star Elfyn Evans among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet four more young British hopefuls.



Liam McNeilly

Born:
Harlow,
19th April 2006

Academy Programme:
Enhanced DiSE

Competes:
GB4 (2023)

Recent Results:
GB4 Brands Hatch: 2nd, 3rd, 3rd
GB4 Donington Park: 2nd, 3rd, 7th

What is your earliest memory of motorsport?

Watching my dad race at Brands Hatch in the Lotus Cup back in 2010. Jamie Stanley, my driver coach, also raced with him and Fox Motorsport ran the car.

What has been the highest high in your career to date?

Winning the reverse grid race at Oulton Park from ninth on my debut in single seaters. It was wet, with hardly any grip from the start, but a couple of laps into the race and the grip started getting better. Other drivers were still struggling and on the fourth lap I passed about five cars then eventually took the lead. I also won the Sunoco award for fastest driver that weekend.

What has been the lowest low in your career so far?

The final race of the year at Donington in GB4. I started well and passed a couple of cars around the outside of the Melbourne hairpin but then dropped to last after contact put me into a spin. I fought back to seventh, but without the spin I could have got my sixth podium in a row.

What has been the biggest opportunity you have had?

Being selected as one of the final 12 to be the 2024 Porsche GB Junior driver. Although I did not progress to the final four, just to be included was a privilege.



What are your aims and when do you want to get there?

My dream is to become a professional racing driver and race internationally for a factory team. I will keep working hard and pushing for results, so hopefully it will happen soon.

If you could get career advice from one person in motorsport, who would it be?

Tom Kristensen, as he competed at Le Mans for many years as a factory driver for Audi. If anyone knows what you need to do to keep a manufacturer happy, it will be him!

What is the biggest thing you have learned from the Academy so far?

How to conduct yourself in a professional manner and how to maintain a healthy diet and fitness, so when a team asks you to test for them you are at your best.

How did you do last year and what was the biggest challenge?

I was in contention for second right up to the final round. We were new to single seaters, and it was tough getting the best set up, but I worked hard with the Fox Motorsport team and my engineer to get things right. We got on top of it in the second half of the season and the results showed.



Dom Gibbons

Reza Seewooruthun

Born:
Poole,
8th September 2006

Academy Programme:
Futures

Competes:
British & UAE Formula 4 Championships with Hitech GP

Recent Results:
Fun Cup: Oulton Park – Sprint (1st), Endurance (2nd); Ginetta Juniors: Donington Park – 2nd, 2nd, 1st; Brands Hatch – 3 poles, 3 wins

What is your earliest memory of motorsport?

Going rental karting with my dad and brother Ami on a family holiday. I started competing in karts a few years later after being encouraged by a family friend.

What has been the highest high in your career to date?

Brands Hatch last year. It was my birthday, and all my friends and family were there to cheer me on. Everything came together and clicked that weekend – the team was phenomenal, the car felt great, and I got three poles and three wins. Finishing third in Ginetta Juniors was also a big high.

What has been the lowest low in your career so far?

The Silverstone and Snetterton rounds of Ginetta last season. I had a strong start to the year, but we had some issues with the car, and it took time to figure out. It was tough, but the team helped me through it and kept my head in the game so we could fight our way back up the standings.

What has been the biggest opportunity you have had?

In January, I attended the Race of Champions (ROC) and it was phenomenal – I got to play ping pong with Mick Schumacher, have a meal with David Coulthard, and jump in a car with Sebastian Vettel in one of the heats! We talked a lot about racing and my plans, and I received some great advice. I also got to drive all the cars used in the event in a mini-ROC Championship against the other guests – and I was the fastest driver!



What are your aims and when do you want to get there?

I am working towards a seat in F1. I have dreamed about it for a long time. I have spent a lot of time working on my fitness, simulator training and learning from the team and engineers, so I am confident we can make a good run of things.

If you could get career advice from one person in motorsport, who would it be?

I got some great advice from David, Sebastian, Mick, and Jamie Chadwick, Travis Pastrana and Valtteri Bottas at ROC, and I also spoke at length with Petter and Oliver Solberg, who gave me lots of tips – they have decades worth of experience.

What is the biggest thing you have you learned from the Academy so far?

The ability to discuss things with other drivers has been really helpful. Meeting other professionals and participating in talks on in-depth engineering topics has also been interesting and helped with that side of racing.

How is your season going and what has been the biggest challenge for you this year?

I have already been competing in F4 in the UAE this year and I am learning a lot about the car and building my skills and confidence with every session. Hopefully this series will set us up well when we return to do it all again in the UK.

Seb Priaulx

Born:

Northampton,
18th January 2001

Academy Programme:
Team UK

Competes:

IMSA Weather Tech Sports Car Championship, GTD PRO

Recent Results:

Raced in Petit Le Mans, Le Mans 24Hrs, Watkins Glen, Road America, Laguna Seca and SPA 24hrs
Won WEC Spa 6hrs and Monza 6hrs in 2022

What is your earliest memory of motorsport?

I remember watching my dad (Andy Priaulx) in World Touring Cars, following him all around the world. I knew very early that I wanted to follow in his footsteps. When I was eight, my mum took me karting while he was racing at Magny Cours, and it was then I knew for certain this was the only career for me.

What has been the highest high in your career to date?

Winning the Porsche Carrera Cup Championship in 2021 and winning in WEC at both Spa and Monza.

What has been the lowest low in your career so far?

Losing the Ginetta Championship. That hit me hard, but these disappointments make you stronger and more determined and can help you throughout your career.

What has been the biggest opportunity you have had?

Larry Holt, the boss of Multimatic gave me a run in the GT4 Mustang in 2018, a year after I had a test drive in the Ford. The following season, racing in British GTs really helped me get my career off the ground and to the point to where I am now.

What are your aims and when do you want to get there?

To win the Le Mans 24-Hours race overall. I was very close to the podium [in 2022] but a mechanical failure cost us six laps. I was so disappointed, but it has made me really determined to compete in it again.



If you could get career advice from one person in motorsport, who would it be?

My dad has helped me from the start of my career and has been my inspiration ever since the early days. There is no-one better to give me advice and I am very lucky and always grateful to have this. Without the support I have had from my whole family and my sponsors, I would not be here today.

What is the biggest thing you have learned from the Academy so far?

To interact with people and to be open – do not be afraid to ask, and be sure to get someone else's opinion. It is important to communicate to progress your career, but always remember you are in control of your own destiny.

How are you doing this year and what has been the biggest challenge?

I have stepped up from GTD AM to GTD PRO in IMSA and I think we have some big chances to win races this year. Last year, it was my role to lead the car and tell the team what I wanted in terms of set-up. It took time to learn but helped my understanding and I will take those lessons into this year.

Bonnie Papper

Born:

Douglas, Isle of Man,
12th July 2003

Academy Programme:
Co-driver

Competes:

BTRDA and Welsh Rally Championships

Recent Results:

2023: Welsh Junior Co-Driver Champion; ANWCC Overall Forest Co-Driver champion; ANECC U30 Co-Driver Champion; IPS Rally Challenge Junior Co-Driver Champion

What is your earliest memory of motorsport?

Watching the Manx International Rally when I was younger. My mum had a fireproof overall made for me and I was always known as the 'little girl in the yellow race suit' as I walked around the service area! She also marshalled and put me in the spectator area across from her position.

What has been the highest high in your career to date?

Having the opportunity to co-drive for Alan Carmichael, the 2022 and 2023 National British Rally Champion, on the Malton Forest Rally in a top-spec Hyundai i20 R5. We finished second, so we were on the podium, and I got to spray the champagne!

What has been the lowest low in your career so far?

On the Trackrod Rally last year, we were on for one of our best results when we lost the brakes, had a coolant leak and the water pump seized. We still took lots of positives from it – our confidence and commitment improved, and it we learned more about the mechanics of the car by having to fix it!

What has been the biggest opportunity you have had?

When I joined Ignition Motorsport for the Grizedale Rally in 2022 I was sure it was an error because I had only ever competed on two Stage Rallies! It was my first trip to the UK alone, first UK rally, first forest rally, first time in a R5 and first rally without a recce! Afterwards, I was invited to join the team for 2023. Then I had a once-in-a-lifetime opportunity to read pace notes for my rally hero, Mark Higgins.

What are your aims and when do you want to get there?

To make my family proud and inspire others – it means a lot to

me. To win rallies outright and win championships would be brilliant and I hope to win the Manx Rally within the next five years – but that is a very bold statement! My ultimate dream would be to co-drive in WRC.

If you could get career advice from one person in motorsport, who would it be?

I would love to speak to Scott Martin, who was an Academy co-driver and is now on the world stage with Elvyn Evans; to Vincent Landais, who has had big highs and lows; to go back in time and chat to Colin McRae about how he pushed so hard but didn't let it get too much; and Nicky Grist, to learn how he kept such a level outlook even when things went wrong.

What is the biggest thing you have learned from the Academy so far?

The Academy has given me a big confidence boost. It is a great reward for the hours I have spent so far preparing notes, learning different styles, going to the gym, making diet plans, watching YouTube videos, learning car mechanics, travelling away from family, and working overtime to fund the hobby. Those parts make a huge difference and now I cannot wait to take the next step with my first Academy sessions.

How are you doing this year and what has been the biggest challenge?

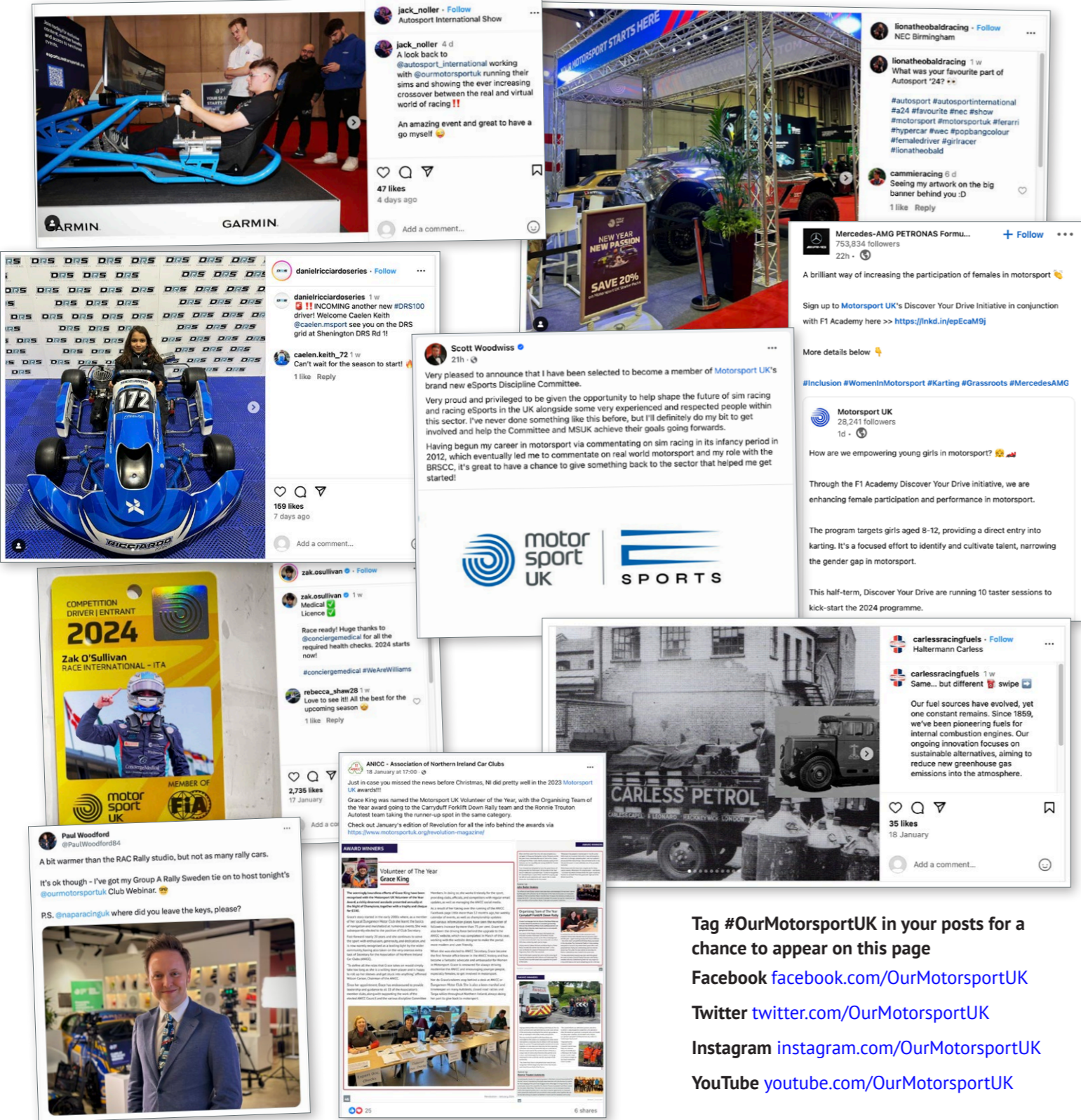
My first event is in February on tarmac then the BTRDA begins at the Malcom Wilson Rally in March in the Fiesta R5. The biggest challenge is getting off the island and getting to the different events! There is always a possibility the ferry might not sail, or the plane gets cancelled, so I must have a few back up plans!



Highlights from the past month on social news feeds

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

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



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 IS SEEKING APPLICATIONS FOR AN INDEPENDENT NON-EXECUTIVE DIRECTOR

Motorsport UK (Motorsport UK Association Limited) is the national membership organisation and governing body for four-wheel motorsport in the UK, representing competitors, volunteers, clubs and fans. We are a founding member of the world governing body, the Fédération Internationale de l'Automobile (FIA).

Motorsport UK invites applications for an independent non-executive Board Director to be appointed on the recommendation of its Nominations and Appointments Committee. The successful applicant will join the Board consisting of up to twelve Directors, that includes representation from the sport membership, the CEO and is led by its independent Chair, David Richards CBE.

The role of the Board is to provide strategic leadership including setting and measurement of goals for the organisation. It is the ultimate decision-making body for the approval of rules and regulations. Further information in relation to the Governance and Board at Motorsport UK can be found here: <https://www.motorsportuk.org/about-us/governance/>

Directors are drawn both from the sport and external expert and professional disciplines. The Board meets four to five times per year generally at the organisation's Bicester headquarters. There will also be additional task force / working group engagement for Directors on an ad hoc basis. Altogether it will require a commitment expected to be circa fifteen days per annum. Appointment is for an initial term of no more than three years (with potential re-election on two further occasions).

The engagement is on a purely voluntary basis and unremunerated, however, reasonable travel and meeting expenses will be reimbursed according to Motorsport UK policies and procedures. Directors will benefit from access to unique events and engagement with the sport.

Motorsport UK is seeking applicants that can offer expertise in areas such as:

- Knowledge of and / or experience in women's sport or gender diverse sport;
- Equality, Diversity and Inclusion;
- Finance; Legal; HR;
- Communications / Media;
- Commercial;

A knowledge of motorsport is beneficial, but it is not a requirement to have detailed knowledge or previous engagement within the industry.

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

All applications must be emailed to Alison.Dowsett@motorsportuk.org and be received no later than 16 February 2024. All applications will be acknowledged, with interviews taking place on the 13 and 14 March 2024.

MOTORSPORT UK ON YOUTUBE:
 Catch up with all the Motorsport UK action at A24..

Touring Assemblies (TAs) are a non-competitive form of motorsport. They follow a pre-determined and often scenic route on public roads and give participants the chance to enjoy their cars while also socialising with other enthusiasts along the way

2

The number of people per car – one to drive and one to navigate

17

The minimum age you can drive on a TA, if you have a driving licence

603

The distance from Lands End to John o'Groats, as the crow flies, but the popular long distance tour, Le JoG, covers over 1,000 miles

£60

The approximate entry fee for a typical one-day TA event

1,300

The number of miles the Mini Cooper Register's 'Minis to the Alps' TA event will cover this year, averaging 200 miles per day

6

The minimum number of months it takes to plan a TA

4

The typical number of refreshments stops enjoyed on a day of touring

1

The ideal interval in minutes that each car will set off on a TA – meaning a typical 60-80-car field will take between 1-hour and 1-hour and 20 minutes to get going

120

The number of miles covered by the popular Rose and Thistle event – although mileage can vary significantly for different events

124

The number of different clubs that organised a TA last year

28

The number of different car manufacturers represented on the 60-car field for this year's John Clegg Mini Miglia TA

265

The number of TA permits issued in 2023

If you would like to try a Touring Assembly in your car, use the Club Finder tool at www.motorsportuk.org/clubs-organisers/find-clubs and select Touring Assemblies from the dropdown menu. You can enter your postcode to help locate the Clubs nearest to you.

Hexham Trophy Rally

10th-11th February, Hexham Auction Mart, NE46 3SG

Open to all members of the Organising Club and members of the following individual clubs: KLMC, Berwick And District, CDMC, Ilkley and DMC, Northallerton MC, Malton MC, Durham MC, Hadrian MC, Matlock MC, Tynemouth MC, Whickham MC, Stonehaven and DMC and competitors in the Scottish ASMC Navigational Rally Championship. This event consists of two classes – Clubman, which is open to anybody who only holds an RS Clubman Licence, and Beginner, which is the same as Clubman, but geared towards new starters in the sport. Beginners will receive marked maps, and will not be eligible for overall awards, however there will be a separate award for the Beginners Class. Totalling approximately 150 miles, most will be 'yellow' roads, however the conditions are very poor with many potholes.

www.johnrobsonrally.com



The Echlinville Distillery Stage Rally

17th February, Kirkistown, North Armagh

Specialist rally insurers McGrady Insurance are onboard again for the 2024 NI Championship, however Round 1 at Kirkistown sees a new sponsor in locally based Echlinville Distillery. Four-time champion Jonny Greer will be bidding to stretch his winning streak against a host of competitive Rally2 and R5 drivers in his rapid Carryduff Forklift Citroen C3 Rally2.

www.namcc.com



David Herrigan

Riponian Stages

11th February, Yorkshire

The Fuchs Lubricants British Historic Rally Championship (BHRC) enjoys a new look for 2024, as nine rounds make up the calendar for the popular series. Enjoying a return to a mixed surface roster, the BHRC will kick off the season on the gravel with the Riponian Stages. Competition is expected to be fierce as the tricky Yorkshire forests provide the perfect championship opener.

www.riponmotorsportclub.co.uk/riponian-stages



Windy Oak StreetCar AutoSOLO

25th February, Curborough Sprint Course, Lichfield, Staffordshire

This event is the Second round of the Cannock and District Car Club's Wheelspin StreetCar Series. Drivers must navigate the set course as quickly as possible without hitting any cones. It is not as simple as it sounds, testing both the driver and machine. The event cost is £40 per driver.

Further details are available at www.cdcc.org.uk or www.linktr.ee/cdcc



The Spring 'Tarmac' Autotest

Saturday 2nd March, Ashford Livestock Market, Kent

Maidstone and Mid Kent Motor Club is hosting a series of Tarmac Autotests with the first event for 2024 at Ashford Livestock Market, on a smooth concrete surface. By popular demand, it is continuing with two extra Production Car Autotest Classes: Class J – for Juniors (free entry), and Class P – for those who want to have a passenger. The Autotest event will be a round of the 2024 Southern Autotest Championship. Both events are open to entries from all fully elected members of the Maidstone & Mid Kent Motor Club, and fully elected members of up to the first 15 other Motorsport UK recognised clubs received. Any such entry will be deemed acceptance of an invitation on behalf of that Club.

www.mmkmc.co.uk



Tour of Cheshire

Saturday March 2nd, Willaston, nr Nantwich, Cheshire

With straightforward navigation, this regularity event for classics (pre-31st December 1990) covers 150 miles around the lanes of Cheshire and is open to members of KDMC and other invited clubs. Entrants must hold an InterClub licence. Many roads will be timed sections. Arrival at secret control points need to be on schedule (to the second) – early or late incurs penalties. Special tests, on private land, will challenge crews' ability to go the correct route in the quickest time. Cheshire cheeses for all event finishers, plus post-event supper and awards presentation.

www.tourofcheshire.co.uk



March Hare Classic Trial for Bikes and Cars

3rd March, Porky's Diner at Honeybourne, near Evesham

This is the only entry-level Classic Trial in the Falcon Motor Club's calendar, running in the footsteps of the historic Colmore Trophy (1930s) and Guy Fawkes Trials (1960s), using sections with almost 100 years of motorsport to their name. The 'classic' part is the format of the event, not the vehicles, as this is open to anything from pre-war Ford Model A's to almost new Nissan Micra's. Reliant Robins to VW Beetles take part, plus a full range of bikes and sidecars. Included are 72 miles of north Cotswold lanes, with 14 miles of green lanes, and 18 competitive sections. For further details see www.falconmotorclub.com/75th_anniversary_trial.html



Dave Cook

Malcolm Wilson Rally

9th March Cockermouth, Cumbria

The 2024 Reis Motorsport UK English Rally Championship calendar includes seven forest events, beginning with the Malcolm Wilson Rally in March and working its way round the country to finish on the Grizedale Stages over the first weekend in December. The Championship's class-based format sees competitors pitted against those in similar vehicles such that out-and-out power isn't necessarily the key to success. Ernie Graham's Escort RS1600 came out on top last season and former winners include Steve Black's 1400cc Suzuki Swift.

www.malcolmwilson.co.uk



Kevin Money

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Bert Lawrence

The MPB Parting Shot

Charlie Merson and Zara Crane tackle the Clee Hill Trial in their DP Wasp. The first Clee Hill Trial was run on Sunday 2nd February 1947 by the Hagley & District Light Car Club, and its January date has contributed to some challenging weather conditions over the years. The Midland Manor Motor Club run the current iteration of the Trial, which is reported to be one of the toughest in the calendar. Merson and Crane finished second in Class 8 in 2023 and were back to try and go one better this year.



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