

Revolution

May 2024

The official magazine of  motorsport uk

MOTORSPORT NEEDS YOU

Volunteering in British Motorsport is the inside line to success



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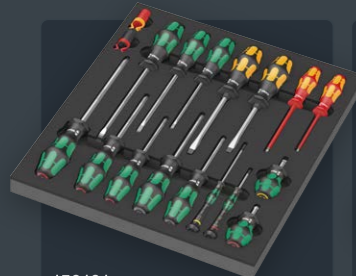
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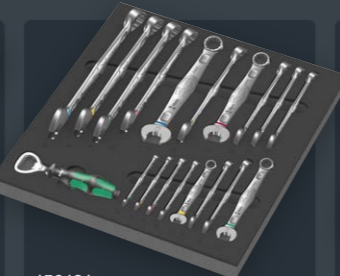
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INCLUDED

CEO'S MESSAGE



In the past four weeks a great deal has happened in motorsport both at home and around the world. A total of 374 Motorsport UK events took place in April across all corners of the UK, with club motorsport providing excitement for thousands of people in all our sport disciplines.

On the world stage, the FIA World Rally Championship (WRC) is unfolding with a blistering pace and at the last round in Croatia the competition was fiercer than ever, with Sébastien Ogier snatching victory on the last day and becoming the fourth different winner in four rounds of the championship this year. With Toyota, Hyundai, and Ford all delivering highly evolved versions of the Rally 1 cars the margins are extremely fine and often decided by tyre choice and the misfortune of punctures. The wild cards this year are former WRC champions, Sébastien Ogier and Kalle Rovanperä, neither of whom are completing a full WRC season, but when they do turn up it is no surprise to see them fighting

for podium slots or the overall win, as was the case with Rovanperä in Safari Rally. Nevertheless, Elfyn Evans and Scott Martin, our British WRC stars, are lying second in the World Championship just six points adrift of Thierry Neuville in his Hyundai; and with a further nine rounds yet to run, it is clearly going to be a hard-fought battle to the end of the season. We will all be watching intently as the action unfolds at the WRC Portugal this coming weekend, hoping that Elfyn can come out leading the title charge. I really hope this will be their year.

The spring Bicester Scramble did not disappoint, with a sell-out crowd enjoying the fresh April weather, and for once the rain held off long enough for everybody to enjoy their saunter past the amazing array of machinery. I spent some time with the McLaren Formula E team who are also based at Bicester, although as Christian Dixon, the Team Principle and MD for Neom McLaren Electric racing, explained to me, they don't get to spend much time here as the entire Formula E show goes on the road for the season, transporting all of the equipment and the cars from race to race rather than returning to base each time. Nevertheless,



Elfyn Evans and Scott Martin competing in the WRC

Januar Rees / Red Bull Content Pool

Hugh Chambers



The immaculate Supercharged 1936 BMW R5 Sports Special Motorcycle owned by Alastair Gibson astounded Steve Cropley



The Le Mans racing TRS with its current owner

Danielle Andrews



The McMurty Spéirling fan car visits Motorsport UK HQ

the core management team and logistics experts are based just across the site from Motorsport UK, and this gives us the opportunity to form exciting partnerships, including the activation of our Girls on Track programme, which we have successfully coordinated with McLaren across a whole range of different events.

At Motorsport UK's headquarters, we open the doors throughout the Scramble events and welcome our members to the building to see inside and enjoy a look at our wonderful historic mural lining the lobby walls, tracing the key milestones of motorsport in the UK over the last 120 years. It is always great to put on a special exhibit, and this time we had the British Grand Prix trophy, the famous gold RAC Cup, that has been held aloft by so many Grand Prix victors at the best of British racetracks. We also had our 'Cars in the Lobby' that we display on a revolving basis year-round, and on this occasion, they offered a dramatic contrast across the eras. The 1960 Le Mans Triumph TR4, has a wonderful rich patina gained over the years, and stood opposite the Goodwood Festival of Speed Hill Climb record holder the McMurty Spéirling fan car. As different as they are, in a curious way they do have one important common DNA, in that each of them exploited contemporary technology to maximum effect to further the performance of the vehicle. In the case of the TR4 it is one of three that were produced by the Triumph factory team for Le Mans in 1959, and they

deployed a very special twin overhead cam alloy engine that produced 150bhp – more than double the standard road vehicle. The engine earned the name of Sabrina as the valve gear at the front of the engine apparently bore some resemblance to a famous film star at that time. Unfortunately for Triumph not only were the first two years of competition challenging from a reliability and technology point of view, but it also coincided with the advent of the MGA Twin Cams that proved the match of the TR4s, although in the third year they did all finish in credible positions in the overall standings. It is an amazing piece of history and wonderful to be able to see up close.

By contrast the McMurty leans more on the physics rule book than the Motorsport UK technical regulations. The team at McMurty set themselves the challenge of building the fastest racing car in the world, irrespective of the constraints of any current technical regs, and deploying fan suction in a way not seen since the Chaparral Can-Am cars and Brabham BT46. The first thing you notice as you approach the McMurty is how incredibly compact and small the vehicle is. Although clothed in a sports car style bodywork, it is really a single seater, with the bodywork acting as an envelope to maximise the suction from the fans that are running at 23,000rpm. It is beautifully engineered and exquisite in every detail, and clearly the work of some extremely talented engineers and technicians. The resulting crowd that stood in awe of this masterpiece of

technology was unending, and I was delighted that Motorsport UK was able to showcase this breakthrough technology. Maybe one day we will see this technology pass through into Motorsport UK regulated motorsport.

Another wonderful machine that arrived outside the Motorsport UK headquarters was the Supercharged 1936 BMW R5 Sports Special Motorcycle owned by Alastair Gibson, of Carbon Art fame. The bike itself is in complete concours condition and a living proof of the engineering genius of BMW in the pre-war period, with the bike featuring lever controlled adjustable dampers and an innovative kickstart mechanism that showed how they challenged the convention at the time. Alastair's bike has an extraordinary history as it was one of the pre-war BMW factory racing bikes, of which only 22 were built, and competed in a whole range of championship events, but on the outbreak of World War II it was abandoned in South Africa and stored in the back of a garage gathering dust. It was discovered in the 1941 by Alastair's father who unearthed the origins of the bike through a series of extraordinary coincidences and gathered evidence to have it substantiated as being one of the actual

factory bikes, which he then went on to ride and race for 60 years. Alastair brought the bike to the UK some 20 years ago and continues to ride it for hundreds of miles each summer. He proudly told me of the engineering excellence such that when parked on the white resin floor of his garage he never sees a single drop of oil. A fellow admirer of the machine was Steve Cropley of *Autocar* who is something of a BMW motorcycle buff, and even he was almost speechless at the extraordinary story and the presentation of the R5.

The next week the Motorsport UK Events Team were at Donington for the first round of the British Touring Car Championship (BTCC) and the Motorsport UK run ROKiT British Formula 4 Championship. The weather is becoming a stuck record with both Saturday and Sunday simply awash, to the extent that the second day's activities were postponed, and it was lunchtime before any action took place. This really is becoming something of a concern, especially as last weekend the first round of the British Hillclimb Championship in Northern Ireland was affected by the relentless rain and wind. This was after current champion Wallace Menzies had a dramatic high-speed accident as

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Roberts / JEP

British F4 drivers Nina Gademan, Abbi Pulling, Chloe Chong, and Ella Lloyd at Donington Park

his Gould GR59 aquaplaned off the road; we wish him well on his recovery and a swift return to the championship. At Donington when the racing finally got underway, it was thrilling with some of the best Touring Car battles you will ever see, and it certainly promises a fantastic season ahead. Alan Gow and his team have done a brilliant job of evolving the BTCC sustainable technology to enhance their entertainment spectacle. For British Formula 4, it is the third year since the introduction of the Gen 2 cars and things are looking positive with a 22-car grid, including four females. The quality of the grid is fantastic with over half the drivers coming from overseas, with eight teams and the field covered by fractions of a second, such is the closeness of the machinery and the quality of the talent. Deagan Fairclough is a product of the ROKiT Racing Stars programme, designed with the intention of finding a young driver via esports and providing them the opportunity that they would not otherwise be able to dream of achieving. Deagan raced as a Rookie in F4 last year and ended up third in the championship having only briefly raced in Fiestas. This year in the weather curtailed two rounds, Deagan took victory in the first one, delivered second in Race 2, as well as fastest lap, leaving him at the top of the Championship table.

Abbi Pulling came out of the weekend leading the female cohort, although I am sure she is planning to move further up the overall rankings when the series returns to Brands Hatch next weekend. Abbi was at the start of a triple header, as following the Donington race weekend she flew over to Miami to take part in the second round of the F1 Academy Championship as support to the F1 Miami Grand Prix. Things could not have gone any better for Abbi in the Florida sunshine, as she started from pole in both races and stormed to wins on both occasions, further extending her championship lead over Doriane Pin, and rapidly becoming the championship favourite. We will be following her progress at Brands next weekend.

Of course, the other big news of the weekend was Lando Norris achieving his first Formula 1 victory – ending the run that Max Verstappen had achieved (apart from his mechanical interruption in Australia). Although Lando did benefit from a timely safety car, there is no question that whereas previously we would have expected Max to cruise by after a few laps, on this occasion the reverse was true and it was Lando who eked out an advantage lap after lap, ending up some seven seconds ahead by the chequered flag. That is a great testament to his cool head and incredible talent, as well as the amazing work that the whole McLaren team have done since Zak Brown took over the running of

the team, and Andrea Stella came in as Team Principal. McLaren has always had a special place in my heart as Bruce McLaren was my childhood hero; but after the dominant period of Ron Dennis and Martin Whitmarsh, it did rather lose its way, and so it is extremely exciting to see them back in race winning form and I am sure there will be many more to come.

As Crofty said on the commentary, Lando becomes the 21st British driver to win a Formula 1 race, which is an extraordinary statistic. There have been 164 British drivers who have competed in the Formula 1 World Championship since its inception. But nonetheless our success rate is quite extraordinary with 10 World Champions from the UK, with the next best countries being Germany, Brazil, and Finland, all of which have three World Champion drivers to their name. And of course, we have the most successful Grand Prix driver of all time in Sir Lewis Hamilton, with seven World Championships and 103 race victories. So, there you go Lando – only 102 more to equal the bar that has been set by your fellow countryman.

I am sure there will be a lot more excitement to come across all the championships, at club level and elite, both domestic and international in the coming weeks and months, and I wish everybody a very successful and safe month of motorsport ahead. 🏎️

Best regards,
Hugh Chambers
 CEO, Motorsport UK



Winners Lando Norris and McLaren Team Principal Andrea Stella celebrate on the podium during the F1 Grand Prix of Miami, with Max Verstappen and Charles Leclerc alongside

Getty Images / Red Bull Content Pool



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

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Inside *Revolution* this month: We discover the benefits associated with **volunteering in motorsport** and encourage everyone to participate. **The evolution of Borough 16 MC** shares the clubs' innovative approaches to grow and expand while celebrating their heritage. **Inside HQ** expands on the new Young Officials Sub-Committee and the motorsport journeys of both Rachel and Sam who have led this initiative, and **On The Ladder** returns with four new Academy graduates, plus **Get Connected, National Court**, and more...

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Take the inside line

Volunteering in motorsport creates all kinds of opportunities – to be an insider, gain new skills, and make lifelong friendships. *Revolution* is here to help you do the same

If you want to be part of the action, there is no better way than signing up to become a Motorsport UK volunteer. Whether you are a competitor or a spectator, the official volunteer status gives you a golden ticket to an insider's world of motorsport, opening access to specialist training and new skills, and opportunities within a very special community where you can make friendships that last forever.

It may be rather clichéd, and often over-stated, but without volunteers, there would be no motorsport, full stop. Competitors can, of course, quite accurately argue that there would also be no motorsport without them either, but volunteering is different as it provides an access point for anyone to get involved. There are minimal restrictions and barriers to entry, just an open door to motorsport action, whichever way you want it.

"It is such a fulfilling thing to do," says Sue Fletcher, who has been volunteering for the last 14 years and is now Motorsport UK's Volunteer Coordinator. "You make some amazing friends and get so many opportunities. It is definitely a job to be taken seriously, but it is also great fun and it's so addictive that whenever a volunteer suddenly has a free weekend, most go straight to see what events are on and where they could go."

Sue Sanders is approaching her 50th year as a volunteer and is Motorsport UK's Director of Volunteer & Competitor Development. She believes the skills side is also a huge benefit to those that take up a volunteer role, and adds: "Even at a basic level, volunteering shows people that you are reliable, intelligent, and prepared to get out and do something. Then, depending on how far you progress, the different skill sets can really start to feed into your working life and make your CV stand out.



Big smiles all round - marshals make motorsport happen

The door-opening opportunities are incredible too. Seeing motorsport from the inside is an entirely different experience."

Roles and Responsibilities

Motorsport volunteering can be divided into three distinct categories: Marshals, Officials, and Event Organisers. There are currently just under 10,000 marshals registered with Motorsport UK across the four core disciplines of Race, Rally, Speed and Karting, and there are about 2,000 registered Officials. Club roles are only just beginning to be registered by Motorsport UK, but there are thousands more actively volunteering in this area.

Clearly, different roles suit different personalities. There are some who want to get in the thick of it in all weathers, and those who prefer the challenges of running a circuit office, managing entries, regulations, and scrutineering. The orange-clad marshals that are omnipresent on a race circuit or wearing the distinctive Motorsport UK orange tabard on a Rally stage are the most visible, but there are many other behind-the-scenes roles that are equally important, stimulating and rewarding.

Officials, for example, can include Clerks, Stewards, Scrutineers, Rescue and Recovery as well as Timekeepers, Radio Controllers, Trainers and, in Rally, Safety Car Crew Officials and Safety Delegates. Event volunteers currently

have a less clearly defined path, but these include Club-related roles such as Event Steward, Event Secretary, Event Chief Marshal, or many other roles that may not have an official title.

"Many of these are the unsung heroes that often very few people even see," says Sanders. "They are the people who prepare and sweep the car park before an AutoSOLO to make sure there are no nails, stones, or sharp screws in the way; the people who bring the tea urns and biscuits, making

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Scrutineering keeps things fun and fair



it into something more of a social experience. They are all volunteers who are in our sport and without whom we would not be able to run.”

Training for volunteer roles is mostly done ‘on the job’ but there are plenty of support mechanisms that help people progress, particularly when it comes to the different levels of Marshalling and the varied roles for different Officials. Logbooks or Personal Record Cards are used to record activity, with regular assessments to ensure people are making progress and gaining the correct experience they require if they aspire to rise through the ranks, grades, and roles.

On Post

Marshalling has a clear grading system to follow, as Sanders explains: “When you first register, you marshal alongside experienced people. You can choose any discipline and go as far as you want. As you progress, you will reach Grade One and, after attending enough events and doing the required training programs, you can step up to Grade Two and work on your own, maybe even supporting a younger marshal.

“The first level is learning about the role and yourself in the role, and the second level is doing the job competently with sufficient expertise. In Race, for example, that would be something like a Flag Marshal or an Incident Marshal; if it was Rally, a Timing Marshal or a Radio Operator. Some people then choose to step up to Grade Three, which we define as leading – so a Post Chief, Chief Assembly, Chief Paddock or, in Rally, a Sector Marshal.

The Marshals pathway is designed to support complete beginners and Fletcher adds: “You will never be sent out on your own on your first day and told to just get on with it. Some circuits do Taster Days, and some Clubs run Marshal Training Days, normally in the early springtime or the winter. There is also online training, but most training is on the bank, or out in the forest/ on event, with the skills passed on through working alongside other more experienced marshals.”

When it comes to Officials, it is a similar process, with mentors allocated at an early stage and a clear path of development for each different type of role. There are separate licences for different positions and Sanders adds: “Many Officials actually hold more than one licence. Some positions are Motorsport UK appointed roles, to ensure consistency across events, while others are achieved once you have ticked all the boxes.”

“At the moment, renewal is annual and in the last few years we have brought in online knowledge assessments for some roles to ensure people have the right knowledge and understanding and are up to date with all the regulation changes. You also need to have performed in the role a



Meeting and greeting the competitors in the paddock

suitable number of times on recent occasions, usually the preceding two-year period, because if you have not done it for two years, my goodness things change!”

Almost all Official roles have a clear pathway guided by a modular training booklet that is designed to be similar in structure to a typical National Vocational Qualification (NVQ). Those who are interested in trying a volunteer role, can apply at no cost through Motorsport UK, and all they need to do then is find a local Club then, depending on the role, they may be allocated a mentor, and go to events to build up their experience and complete the booklet.

Motorsport UK’s Training Coordinator Sam Walker explains: “There are sections focused on different competency areas, including safety, judicial, or organisation aspects that you need to know, and these elements change depending on the role you are undertaking. Your mentor is a point of contact to call and ask questions and will also be able to provide support and knowledge so you can learn from previous situations and adapt your skillset.”

Once competent in a role, experience will take you up the ranks and Fletcher adds: “Getting to be a licenced Official typically takes about two years, with logbooks to fill in and training on the job. Once you have done what you need

to become a basic level official, you can work towards a national/senior level, which typically takes a minimum of another two years of training and event attendance.”

Registered Marshals and Licenced Officials now have very clear pathways for progression but until recently there has been less formality for Event Organisation roles. However, Motorsport UK is beginning to register this group of volunteers, and instead of delivering catch-all training seminars, as was the case in the past, the Volunteer Development team is producing plans for tailored seminars/ workshops/webinars that will provide more role-specific support and training.

The Benefits of Volunteering

Being a volunteer brings with it a unique combination of opportunities and every individual will have a different experience. That could include building fantastic friendships and a feeling of camaraderie; getting an insider experience that goes beyond spectating; giving something back to the sport; or building a diverse range of personal skills and knowledge that can be useful in work and in everyday life.

Some volunteers stay in one place, becoming a regular at their local circuit, while others travel around the country following specific championships through the season. Some even get invited to attend events abroad, taking with

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them the value and appreciation of volunteers from the UK motorsport community. This means each volunteer is often seeing the same faces throughout the year and Sanders describes them as being like cousins. “They’re not closer than that,” she explains. “We can meet, get together, squabble and leave, but we care massively about each other.”

Personal experiences

During an Anglia Motorsports Club webinar about volunteering last year, several volunteers offered insight into their personal experiences including **Dave Saint**, Competition Secretary at Anglia Motorsports Club.

“When I started, I decided to throw myself in at the deep end and see how many events I could get through in a year. I managed about 25. I covered a multitude of different disciplines and it led me to meet an awful lot of people and they are a fantastic crew. After a while, I decided to take the next step and I have since adopted the roles of Assistant Chief Marshal, Chief Marshal, Sector Commander, and Secretary for a lot of our local events. It is a great way of developing my personal skills as well as maintaining long-term friendships with like-minded people.”



Winning at motorsport through volunteering

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Fletcher describes it as being a “part of belonging” and explains: “It does not matter what you do in your day job or what your background is, there’s no ‘them and us’ feeling. A new trainee could be the CEO of a multi-million-pound company, but it does not matter. It is also a very small world – there are thousands of volunteers, yet you do keep coming across the same people, which gives you a great sense of connection.

“I met my late husband through motorsport, and I know a lot of people who have their best friends in motorsport. When my husband was diagnosed with cancer and then died, it was the motorsport people that kept me going. Even the job that I am doing now is me wanting to put something back to motorsport from years of volunteering on rescue and, more recently, scrutineering.”

Volunteering also brings with it a good dose of adrenaline, whatever your role. If you are a Scrutineer, that could be hastening to pass on crucial information a Chief Scrutineer; in the race/ or rally control room, you might be called into action to handout or issue a penalty; or if you are an incident marshal, you are primed for action at any point. It is that urgency, the sense of unknown, which gives every volunteer a buzz that keeps them coming back.

“Get close to the action,” says Sanders. “That is the phrase I always use. Looking at what you have done at the end of the day, you feel proud and when you go back to work, you have stories to tell. You do not have to say ‘oh, did you see what was on that whatever soap it is?’ because you have got real stuff going on, stuff that is interesting and different. It gives you energy, and it helps keep you to keep focused and sparkling!”

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Hero at work: Setting up and clearing up are essential roles!



A day in the life...

Brian Hemmings, of Anglia Motorsports Club, explains the typical day in the life of a Trials marshal.

“You would usually register your interest to Marshal at an event three or four weeks ahead, get your initial registration done online, which takes a few minutes, then generally a week before the event you receive a signing-on form to confirm you will be going. You will then receive ‘Marshals Finals’, which basically tell you where the event is, what time to be there and give a very brief breakdown of what is expected of you, such as whether you will be asked to use your smartphone for any the timing or recording schools.

“On the morning of the event, one of the most important things is to check the weather before you leave and dress accordingly. I have been caught out so many times either coming back home as red as a lobster or as wet as the seal! When you turn up, first you go to sign on and meet with the Chief Marshal. There will often be a free breakfast or lunch, so pick up your voucher and get something to eat, then get to the Marshals briefing on time.

“The briefing is conducted by the Chief Marshal and they will give you a rundown on your own personal safety, which is the most important thing about marshalling, because if the Marshal is not safe, the people competing, and the spectators definitely will not be safe! Listen to everything they tell you. You will be allocated your position for that particular event and told who else you will be with, particularly if you are new to the sport, then you simply follow whatever directions you are given.

“At some point, there will be a lunch break and after that you return again in the afternoon for two or maybe three more runs. At the end of the day, one of the most helpful things you can do is to actually help break down any furniture that has been used on the event, because it saves an awful lot of time for the organizers. Then typically you would go back to the headquarters, wait around for the presentation for all the competitors then head home.”

Volunteering not only makes your personality sparkle; it also helps a CV stand out from the crowd. "It creates a talking point with employers and there are clear transferable skills that they can relate to," says Fletcher. "One person I know, for example, volunteered on radio control in Hill Climbing, sending out the rescue teams when people radioed in, and that helped him get a job receiving and managing calls for the police."

Although very hands-on, marshalling has a huge variety of work-relevant training at all levels and Sanders explains: "At that the Grade One level, there is training for communication skills, report writing, working in a team and basic safety measures. These skills go across any type of job you might apply for, and Marshals can get certificates of recognition from the online modules or from attending the training courses."

"If you step up to the next level you take those skills to a higher level too. For example, as a Timing Marshal, you show you have an excellent ability to communicate with others, very high numeracy and literacy, an ability to take decisions, to respond and react quickly and be comfortable working in a team under pressure. As a Flag or an Incident Marshal, you show you can follow instructions, respond in serious incidents and, again, can work in a team."

"There are particular roles that some might really enjoy more than others – people with neurodiversity, for example, tend to be great as timekeepers or as part of the results team because they can often work results and queries out very quickly. When you get to Grade Three and become a leader, that demonstrates supervisory skills, command and control and delegation skills. Those are all the normal leadership skills you find in any job, and all that training is included as you progress."

Walker adds: "In some cases, a Clerk of the Course might potentially be managing a team of 60 to 100 people on an event. They may not actually be managers in their professional life, but they are essentially doing a very senior management position at an event, so that skillset you build is very transferable and we are introducing certificates from training events that volunteers can gain to explain their skills to employers."

"We are bringing in opportunities for relevant qualifications for Rescue and Recovery personnel that are similar to those earned by emergency responders, and we are going to broaden this in the future. For example, we are working on an event management course for Clerk of the Course. The log books are very important documents for this, because they show you have that ability to go out to learn, to ask the questions and to adapt and improvise."

Clerks of the Course help keep events running smoothly – could you be that person?



Driving Club Participation

The Vintage Sports-Car Club (VSCC) has recently been working hard to grow its volunteer numbers and support its members to train for new roles. Club Secretary Tania Brown explains how they do it.

"We have a Marshals and Volunteers Sub-Committee that meets regularly to discuss marshalling and volunteering issues," reveals Brown. "It also advises the staff and Board on relevant matters, and we actively promote marshalling opportunities throughout our different communication channels. This includes providing a flyer advertising marshalling in every new starter pack; a regular page in our weekly digital news sheet; a 'Marshalling Matters' page in our monthly newsletter; and a marshalling advert in our race and speed programmes."

"The club provides incentives for those who participate. These include cash payments for race and speed events and rewards, such as a refreshment token or a breakfast, at several other events. Additionally, when our events are over-subscribed, we make volunteering the top criteria for preferential entry. In fact, some of our major trophies, including the John Rowley Trophy for under 23s, can only be won if you marshal at least one event."

"Many volunteers are Club members who often compete in other disciplines, but we also have a few local Clubs that assist with marshalling at the venues we visit. So those who Race, or go Hill Climbing, might marshal at Trials, or vice versa."

"The VSCC actively advises members interested in competing to try marshalling in the first instance to understand events from both sides, and the club usually holds two training events each year to help people build up the necessary skills. We also advertise other training opportunities at other motorsport clubs we work with closely, or through our regional associations."

Members of the VSCC marshal team in action



For competitors, getting involved in volunteering is not only a way of giving back it also provides a different perspective that helps them on track. "A few years ago, I was at a Hill Climb when a driver marshalled for the day," recalls Fletcher. "He saw it all from a completely different perspective. Understanding how close you get to these very fast cars, becoming more aware of flag signals, it is different seeing it from the other side."

On top of all these experiential opportunities, there are often also some small gifted benefits to becoming a volunteer. Many grassroots events provide 'goody bags' containing items such as sweets, a drink, or a voucher for a bacon roll or a burger, while bigger Club events, such as Circuit Racing and some Hill Climbs, can sometimes help with costs of fuel and travel.

Moreover, some select volunteers – picked from all different disciplines and roles – even get the opportunity to influence motorsport's future. "The sport is governed by Motorsport UK, but we are informed and guided by our volunteer committees," explains Sanders. "Around 300 people are on our committees and are volunteers from this community, so, with experience, people can also have a voice towards future regulations and change."

Get Involved

Volunteers span a huge range of ages and come from a wide variety of backgrounds. It could be someone who wants to open the gateway into a motorsport career; someone wanting to give back such as a current competitor wanting to help out those who help them go racing; or even a competitor's partner who wants to play a more active role during event weekends.

It takes just 20 minutes to register as a Marshal, after which you will receive a registration card and can apply for a free tabard. That then gives you the opportunity to apply to volunteer at virtually every event in the UK, as well as giving you access to the many discounts and benefits that a Motorsport UK membership provides. Officials' roles are equally accessible and can be accessed through contacting the Motorsport UK team.

One of the most popular places to start is in grassroots competition, and Fletcher recalls trying to go to "as many different events as I could" when doing her trainee scrutineering. "Grassroots runs all year round," she explains. "Big events such as Hill Climbs, Sprints and Circuit Racing may stop, but grassroots events carry on, as do Rallies, so you can get a lot of experience over the winter and keep your motorsport going."



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“As people progress through life and whatever it throws at them, there is usually a suitable role that can be found. A lot of competitors end up volunteering when, due to health reasons, they cannot hold a competition licence but are still fit enough to get out and Marshal or be an Official. Sometimes, if a competitor’s car is not ready for the season, they will go and help out, while some Clubs even run championships for volunteers.”

Volunteering is a fantastic entry point into the sport for young motorsport enthusiasts too, as Cadet Marshals can start as young as 11. The Scouts actually has a Motorsport badge, which encourages volunteering, and Motorsport UK is currently putting together plans to provide greater recognition and a clearer path of progression for those who join early and build up their experience before they are old enough to become an adult Marshal.

Sanders explains: “This year, we have established a brand-new committee specifically for the younger demographic of volunteers.. Only young people are allowed on that committee, so if I go in, I am only allowed to go in as a guest speaker and I have to leave! The purpose of it this year is to look at what journey the young officials have had and how can we improve that.

“In the future, we will be introducing a badge scheme for the Cadet Marshals that is similar in many ways to the Duke of Edinburgh Award, then for the young officials, we will be looking at a pathway that allows them to use all of the expertise that they have gathered as a Cadet and as a marshal and seeing how we can map that across to take account of that prior experience as they move into an Officials role.”

Motorsport UK provides a huge amount of support to prospective and progressive volunteers through online tools, workshops and an open door for any support that is required.

The Volunteer Development Team sorts and supports many different roles, while the Club and Community Development Team provide a Club Toolkit that is growing all the time with new help and support, specifically for Club volunteers.

Walker explains: “Our webinars provide that initial training, and we also have The Learning Hub, which hosts the online modules that we ask all our Marshals and Officials to undertake. This includes everything from first aid, and CPR, to modules about Judicial and Safety. There is an enormous amount on there and it is something you can do in your own time to support your personal development in the roles you want to undertake.

“It also serves as a platform for you to look at other roles and learn about them before you go out and do them yourself. Volunteering is all about working as a team, and sometimes teams do not work together perhaps as well as they could do – so we also have modules which focus on skills, such as how to deal with different conversations. Overall, it is a very useful resource.”

The ‘Getting Started’ project has plans for a new microsite with a section on volunteering and, in the future, there are plans to create an event and volunteer management system, where Clubs will be able to post their events onto a site where all events exist by Club, venue, area or date, and licensed Marshals and Officials will be able to click through to express their interest in volunteering on those events.

There is also a Development Fund, to provide resources and initiatives that help clubs grow. Last year, for example, Bournemouth and District Motor Club was awarded a grant to purchase a new set of tablet devices having demonstrated the effectiveness of paperless administration in their response to the COVID-19 pandemic. This has allowed them to provide a reliable and efficient timing system for their grassroots events.



Marshals are the first-point of contact – you don’t get to race without them



Overall, Fletcher concludes, the volunteer network is currently “very healthy” but there is always a call for more people to get involved. “There does seem to be more events now and more of the bigger events on the same weekends,” she says. “There are not enough weekends in the year! The more marshals we have, the more people become interested in doing the many different roles and can move around.”

Registered for action

Registering officially with Motorsport UK brings huge benefits for individuals, and it is vital for the Motorsport UK registered events they work on. Motorsport UK event permits provide organisers with valuable liability insurance, but it is essential that those involved also have a certified level of proficiency through the volunteer registration scheme to maintain that insurance.

Sanders explains: “It is critical that Marshals and Officials are registered with Motorsport UK so the event can run in a very safe and competent way with valid insurance in place. A lot of people who are volunteering and are not registered are excellent in their job roles, but they need to be registered and recognised for their expertise, so over the last 18 months, we have had what was called an ‘acquired rights’ scheme, which closed on the 31st of March this year.

“Through that scheme, people who were not registered were able to use evidence or information from others in senior roles to show they have actually performed in these roles and, using that, rather than them coming in at Grade One, we have been able to allocate them as Grade Two or Three. That has been very successful, with a significant number of people with prior experience being registered at the right grade on the Marshals’ Pathway.”

Often, for newcomers, the hardest part is knowing how to get involved. The Motorsport UK volunteer programmes have been developed to eliminate that barrier and provide a clear entry point to a new world of opportunity – you just need to take that first step. Walker concludes: “No Club ever has too many volunteers, so do not be afraid to make that initial contact because there will always be something for you and who knows where it will end?”

Find out more
 For more information on how to get started as a motorsport volunteer see www.motorsportuk.org/volunteers





Great Britain's Joe Turney took home the number one trophy

Turney dominates at FIA Karting Val d'Argenton

Great Britain's Joe Turney (GBR-KR / IAME / Maxxis) continued his domination of the FIA Karting European Championship – OK as he took victory at Circuit de Karting du Val d'Argenton in France.

After the changeable and wet weather of Friday and Saturday, Sunday brought clear skies and a dry track to the French circuit. Turney was masterful in both the wet and dry conditions. He won Super Heat A of the Mondokart.com FIA Karting European Championship – OK in the wet, while Salim Hanna (COL-KR / IAME / Maxxis) won Super Heat B.

Turney then led the Final from start to finish, taking a thoroughly deserved victory which moves him into the lead of the provisional Championship standings. Follow British racer, Lewis Wherrell (GBR-Expri / TM Kart / Maxxis) was the only driver able to keep pace with the leader, just five tenths of a second behind after 24 laps. Matheus Morgatto (BRA-Birel ART / TM Kart / Maxxis) was third after a penalty dropped Gabriel Gomez (ITA-CRG/ IAME / Maxxis) to fourth.

Provisional standings for the Mondokart.com 2024 FIA Karting European Championship – OK after Competition 2:

1st	Joe Turney (GBR)	173 points
2nd	Gabriel Gomez (ITA)	160 points
3rd	Lewis Wherrell (GBR)	130 points
4th	Matheus Morgatto (BRA)	119 points
5th	Louis Iglesias (FRA)	94 points

Could Kian be the next Charles Leclerc?

Kian Burnard has been selected to represent Motorsport UK – and thus the UK – in the prestigious 2024 FIA Karting Academy Trophy, an annual competition which accepts outstanding talents from right around the globe and kicked off France last weekend.

Through their ASNs, each country can enter one standout young karter aged between 12-14-years-old to follow in the wheel-tracks of now established stars such as former competitors George Russell, Estaban Ocon, and Charles Leclerc, who won the Trophy in 2011.



Dan Parker, Motorsport UK's Head of Karting, alongside Kian Burnard, Tristan Burnard and Zip Kart Head of Performance James Bean

Burnard held sixth place among the 50 entrants after the Qualifying Heats

Together with Jorge Edgar, Lewis Goff, and Riley Cranham, Burnard took part in a two-day assessment shootout back in January to win the prized nomination. The first day was based at the Porsche Experience Centre at Silverstone with the focus on fitness assessments. Tests were overseen by Jack Wilson from Porsche Human Performance Team and covered endurance, strength, and reaction. The second day put the emphasis firmly on driving, firstly in the virtual world at Kartsim, and then in reality at Whilton Mill.

At Kartsim all four were tested on the Kristianstad kart track – one of the three venues that the FIA Karting Academy will be visiting in 2024, and a new track for all the finalists. The drivers' ability to adapt to a new track, take on coaching points from British F4 data coach Jordan Albert and provide accurate feedback were all evaluated.

Thereafter, a typical race day format from the FIA Karting Academy was replicated at Whilton Mill under the guidance of the experienced Piers Sexton. Skills under microscope included looking at the drivers' ability to adapt to a new kart, and delivering consistently fast laps, and how well they could adapt to cold tyres, and respond to expert advice.

Close call

The judging panel which included Katie Baldwin, Head of Competitor Development, and Rebecca Maidment from Motorsport UK, were incredibly impressed with all the finalists – all four were very prepared, mature, polite, and

put in maximum effort. Burnard, however, eventually was chosen, and he will represent the UK in the three FIA Karting Academy Trophy rounds this year.

"We are delighted to be working with Kian as our official FIA Karting Academy driver for 2024," said Dan Parker, Motorsport UK's Head of Karting.. "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. We are excited to watch Kian's continued advancement over the course of the competition, and we have full confidence that he will make a significant impact, representing our team."

On track presence

Reflecting that confidence, Burnard was right among the early leaders at Val D'Argenton, holding a strong sixth place among the 50 entrants after the Qualifying Heats. Sadly, though, he failed to add to that score in the Final after being eliminated in a multi-kart accident which also claimed the top two qualifiers from Greece and France. Kian now holds 15th place in the standings as the rising stars all head for Slovakia.

Motorsport UK would like to thank Whilton Mill, Piers Sexton Racing, Kartsim, Jordan Albert and Porsche Human Performance for their invaluable support in the assessment process. 🌀



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Stepping up to coaching

Having a positive coaching experience can profoundly shape a person's entire sporting experience, both on and off the playing field. For motorsport, this is no different and our coaching pathway is designed for anyone who is enthusiastic about motorsport, helping aspiring coaches, parents, club coordinators or volunteers to take the next step and facilitate safe, fun, and inclusive motorsport events.

The gateway into coaching starts with the Motorsport UK Accelerator Award – the first step into understanding coaching principles. This is entry point into coaching and is open to anybody aged 17 or above, who are enthusiastic about the sport and want to deliver a positive experience for motorsport participants. Delivered fully online through ten interactive sessions, participants on this course can complete the modules at a time convenient to them and receive a digital badge, certificate of completion and Accelerator logo when they have finished the award. The course costs £34.99 per person.

The next step is undertaking the Certificate in Coaching Motorsport (1st4sport, Level 2) which is a fully accredited (ofqual) and UK Coaching endorsed qualification, recognised within the sports industry, it requires a large commitment to engage and commit to its completion, plus all the work is marked and validated by external verifiers. Many hours of commitment and studying are required, but it also allows application for a Motorsport UK coach licence.

Adam Gould, Academy Coach and Elite Sport Assessor, Motorsport UK Academy, shared his experiences.

"Being a driver on the [then MSA] Rally Elite and Team UK programmes gave me some incredible opportunities and exposure to the motorsport industry. When a career in driving was no longer an option, I felt like I had some useful knowledge and experience which I could use to help younger drivers facing the same challenges that I did.

"Coaching can be hugely rewarding, and you definitely get a buzz from sharing your drivers' success. Seeing how many of our current Academy drivers and former graduates were competing at the Donington round of the British Touring Car Championship across the different races, and achieving some amazing results, gave me a massive sense of satisfaction and pride that we may have played a small part in their journey.

"Motorsport UK's Level 2 coaching qualification really helped me understand the psychology of coaching. I think it's valuable knowledge for coaches at any level."

Katie Baldwin, Head of Competitor Development added, "The course is delivered specifically within the motorsport context. While other coaching qualifications will be helpful to understand the foundations of coaching, this course applies coaching to motorsport specifically."

Do not let the level of commitment put you off – there is lots of fun to be had while undertaking a coaching qualification, and what better time of year to put that knowledge to use with longer days and an action-packed calendar of motorsport events.

Find out more about the Motorsport UK Coaching Pathway [HERE](#). If you've recently completed one of these coaching courses, why not get involved and share your experience using the hashtag **#ThanksCoach**

ACCELERATOR



The return of the Lola T620

Lola Cars Ltd is an iconic British name when it comes to motorsport, building cars for nearly every formula of racing between 1958 until 2012. The storied brand had successes in sportscars, single seaters, Formula 1 cars, and even took home the Indy 500 trophy three times, before it disappeared behind the Lola workshop shutter doors.

However, the Broadley family name lives on, none more so than through the heritage vehicles that are lucky enough to have survived, hidden away in dry storage until the opportunity comes to share the ubiquitous Lola name. This car, a chassis numbered a

Lola T622, was built by Eric Broadley and his son Andrew, in the Lola Factory prior to being tested, developed, and raced by Andrew.

Motorsport UK was delighted to host the Lola T622 at the Bicester Heritage Scramble last month.

Andrew commented, "I wanted to go racing and I had this kind of need inside me, it took me a while to find out what I could do that wouldn't cost a lot of money, and I found this chassis laying up in a storage area. It was the last run of the T620 Super V manufacturing, number 53, they changed the rules, so it didn't sell

and just sat there collecting dust. I drove Gerrit Van Kouwen's car at the Formula Ford Festival at Silverstone, I got half a day's testing there, sat in the car with Dad and wondered what to do... I dug out the chassis, found the old drawings of the car and mix and matched different categories of the car parts to put the thing together. It was horrendously slow! But I gradually got better at it, and it turned into a fantastic year.

"What I really enjoyed was going through the whole process of what I'd done all those years ago. If I was going to do it today, I would have had a thousand photographs and notes. At the time, it was ordinary what I was doing, that was the life I was living, motor racing was normal for me – it didn't even occur to me that I should write anything down!

"Based on the fact that the car was essentially already built, and I had to make some parts, get the engine in, and make sure that it worked, it took about four months. I showed up at a Formula Libre race in early March of 1985, after my university semester ended. Then we went through a lightening phase, as the car was much too heavy to be racing against Formula Fords, we split it in half essentially. Three weeks later we showed up at Silverstone and stuck it fourth on the grid! I do have to credit Jim Russell, as I did a racing day with him, and at the end he said, 'I'm worried about you Andrew', as I didn't stick to the rules! It taught me an awful lot without knowing it."

The car was crashed on the grid at Lydden Hill, and since then had sat in storage units from 1990 until recently. The T622 has since been restored, boasting a Ford Kent engine and is now ready to get back out on the track.



The Lola T622 with Jake Severs, Andre Severs, John Sutton and Andrew Broadley at Motorsport UK HQ

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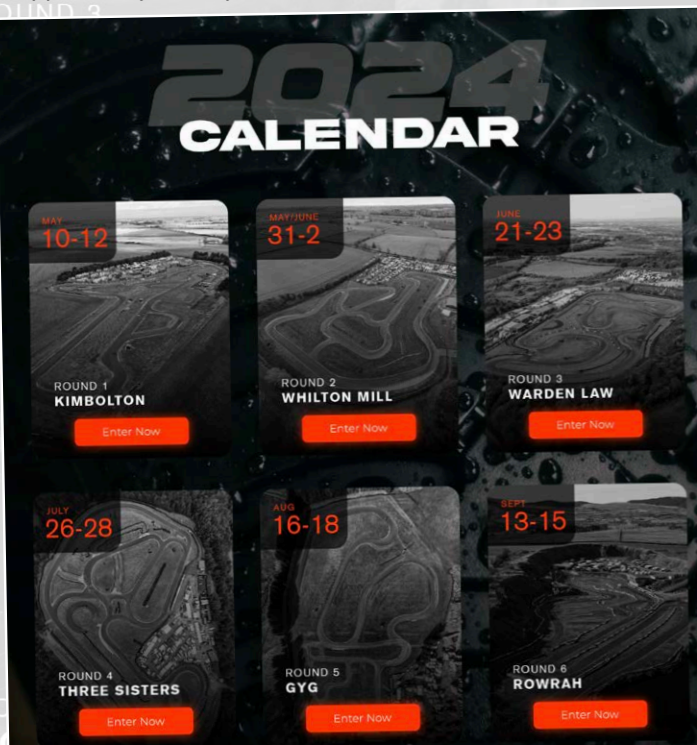
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The Ultimate Kart Championship Ushers in a New Era

The Ultimate Kart Championship is excited to announce this season and a new era of karting under the Motorsport UK permit.

With a record number of over 260 drivers registered, the 2024 season is set to kick off at Kimbolton this month. This year's championship promises unprecedented innovations, including the implementation of CCTV on the track and an international-style stewards panel.

The 2024 season will span six rounds across some of the UK's premier karting circuits, and competitors will have the opportunity to drop their lowest round score.



In a partnership with Alpha Live, all races will be broadcast live, bringing all the action to a global audience, and will also be shown on Motorsport UK's new YouTube channel Karting UK.

Also new for 2024 and recognising the UKCs Championship's prestige, the top 10 finishers in each class will be awarded a new European style triple number, which will be recognised at Motorsport UK events, recognising the significant achievements of UKC drivers in the UK.

The classes for the 2024 season include:

- Micro Max
- Mini Inter
- Junior Rotax
- Senior Rotax
- Honda GX200
- TKM Extreme

Dan Parker, Head of Karting at Motorsport UK, commented, "We are thrilled to usher in a new era of the Ultimate Kart Championship under the auspices of Motorsport UK.

"The impressive registration of over 225 drivers is a testament to UKC's record of running high-level professional events. Furthermore, our new partnership with UKC offers drivers a new championship pathway, and alongside their collaboration with Alpha Live, we are set to significantly elevate the visibility of Karting and the UKC championship.

"By awarding UKC drivers European-style triple numbers to the top 10 finishers in each class, we are recognising the accomplishments of UKC drivers enhancing the stature of UKC drivers in the UK. We look forward to an exhilarating season kicking off at Kimbolton, showcasing the very best of competitive karting."

2025 ROKiT British F4 Championship calendar announced

With only one event of the 2024 ROKiT British F4 certified by FIA championship having taken place, attention has already turned to 2025's provisional calendar following TOCA's announcement of the British Touring Car Championship (BTCC) calendar. The ten-event calendar will incorporate 30 British F4 races, supporting the BTCC and featuring live free-to-air television coverage on ITV4.

The calendar is provisional and subject to change pending final confirmation later in 2024.



- 26th-27th April – Donington Park National
- 10th-11th May – Brands Hatch Indy
- 24th-25th May – Snetterton
- 7th-8th June – Thruxton
- 21st-22nd June – Oulton Park
- 2nd-3rd August – Croft
- 16th-17th August – Knockhill
- 30th-31st August – Donington Park GP
- 20th-21st September – Silverstone
- 4th-5th October – Brands Hatch GP



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GT Challenge Completed

Season two of the Asetek SimSports GT Challenge concludes at Brands

This GT3 and GT4 multiclass championship on iRacing, visited four iconic circuits – Silverstone GP, Snetterton, Spa-Francorchamps, and Brands Hatch, where drivers, using fixed setups, tested their skill to the maximum.

For the fourth and final round of the Asetek SimSports GT Challenge, competitors were faced with the challenges of the Brands Hatch Grand Prix circuit.

In qualifying, Remy Gilbert made it three-out-of-four taking Pole Position with his Lamborghini Huracan GT3 EVO, while Gianluca Elia was the quickest amateur driver in a Porsche 911 GT3 R. In the GT4 Class, Matthew Crisp was highest on the grid in a Mercedes-AMG GT4, and Oliver Ettridge was fastest amateur with his Porsche 718 Cayman GT4 Clubsport MR.

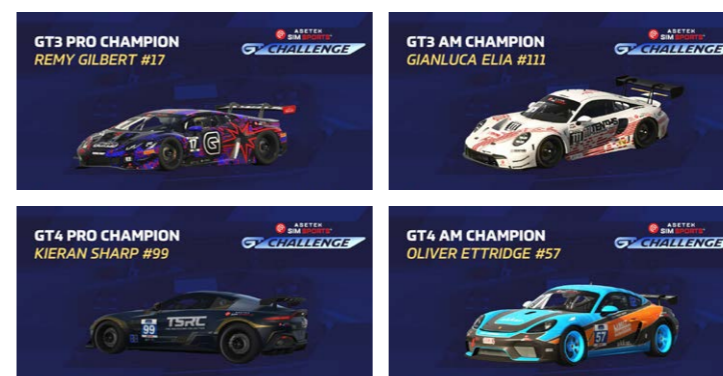
In the race, it was Matt Cheverton's Aston Martin Vantage GT4 that took the GT4 AM honours, dropping Ettridge to second in class, while the GT4 PRO win went to Crisp. In GT3, Gianluca Elia brought his Porsche home for the AM class win, and overall victory went to Remy Gilbert, who crossed the line 19 seconds ahead of second place Gaël Valero.

Three wins from four races put Remy Gilbert top of the Standings, with Gaël Valero second, despite him only finishing in sixth place in Round 2. Gianluca Elia's three wins

from four races placed him top of the GT3 AM table. The GT4 Pro class was won by Kieran Sharp, and the GT4 AM spoils went to Oliver Ettridge – who almost made it a clean sweep, with three wins and one second place.

GT3 CHAMPIONSHIP STANDINGS AFTER ALL FOUR ROUNDS	
GT3 PRO	GT3 AM
1 st – Remy Gilbert #154 – 214 points	1 st – Gianluca Elia #111 – 199 points
2 nd – Gaël Valero #33 – 187 points	2 nd – Adam lock #555 – 170 points
3 rd – Luciano Witvoet #120 – 169 points	3 rd – Nuno Costa #69 – 163 points
4 th – Keith Stewart #31 – 142 points	4 th – Adam Greveson #54 – 159 points
5 th – George Streetley #10 – 142 points	5 th – Tom Weston #44 – 123 points

GT4 CHAMPIONSHIP STANDINGS AFTER ALL FOUR ROUNDS	
GT4 PRO	GT4 AM
1 st – Kieran Sharp #99 – 199 points	1 st – Oliver Ettridge #57 – 214 points
2 nd – Richard Jepp #165 – 158 points	2 nd – Matt Cheverton #390 – 187 points
3 rd – Mike Pollard #73 – 154 points	3 rd – Nathan Tague #18 – 182 points
4 th – Matthew Crisp #81 – 148 points	4 th – Louie Hesketh #194 – 133 points
5 th – Richard Simnor #42 – 148 points	5 th – Steven Kernick #38 – 133 points



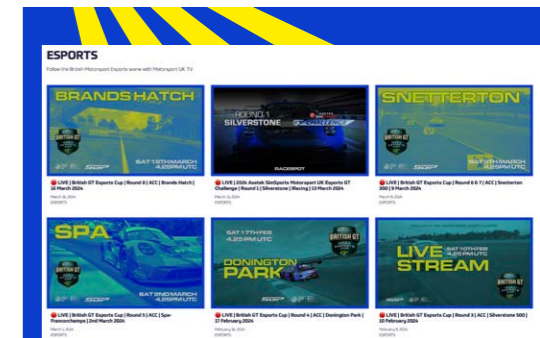
The winning driver from each of the four classes receives a free 1-hour simulator session in the Base Performance Simulator GT Sim – the simulator is created out of a raced Aston Martin GT Chassis with a full wrap around projected screen.

Asetek SimSports provided two prizes for this championship. Prize 1 – a set of La Prima™ Sim Racing Pedals – was won by Tom Weston who was selected at random out of all the drivers who completed more than 50 per cent race distance in all four races in the championship.

Prize 2 – a La Prima™ Direct Drive Wheelbase 12Nm with quick release adaptor – was won by Oliver Ettridge as the driver who scores the most points in the championship (regardless of class). A broadcast the final round can be found [HERE](#)

Visit the Esports Hub and sign up for a Motorsport UK Esports membership

[@Msptuk_esports](#)



All Motorsport UK Esports event videos and broadcasts can now be found on Motorsport UK TV – click [HERE](#) to catch up on demand.

Formula 1 publishes Impact Report

Formula 1 has provided an update on the sport's progress on environmental and social sustainability with the release of its first Impact Report.

The 2023 Formula 1 Impact Report is a comprehensive document detailing how F1 is delivering its sustainability strategy and diversity, and inclusion aims through multiple Environmental, Social and Governance (ESG) activities. It includes data on F1's 2022 carbon footprint that shows the sport is on target to meet the goals set out in its 2019 sustainability strategy.

This sustainability strategy in set out the following ambitions:

- To achieve Net Zero Carbon by 2030
- To leave a legacy of positive change wherever it races
- To build a more diverse and inclusive sport
- To achieve Net Zero Carbon by 2030

F1 has committed to carbon emission cuts of at least 50 per cent compared with 2018 and is prioritising cutting emissions as its first goal – targeting travel, logistics and energy use at factories and events. This target was set using science from the Intergovernmental Panel on Climate Change (IPCC) and its definition of Net Zero emissions, and follows guidance set by the Greenhouse Gas Protocol.

While F1 remains focused on 2030, it continues to invest in technological developments, as well as undertake new ways of working beyond that. Key projects over the next few years include:

- Remote operations further streamlining of what must travel to each race and using sea freight and local sourcing.
- Sustainable Aviation Fuel to tackle the carbon footprint from travel and logistics.
- Increasing renewable energy at Grand Prix.

To read the full report online, click [HERE](#)



Zero goes Rallying

Zero fuels has announced a partnership with 2B Autosport at the French Rally Championship's RhôneCharbonnières, with Gwen Lagrue behind the wheel. The move in to rallying follows quickly on from Zero's Official Partnership with Stake F1® Team Kick Sauber, demonstrating the versatility of fossil-free fuels to enhance all engine types. Lagrue's support of sustainable rallying will be visible on both the car and his racing suit, with Zero's branding wrapping the Porsche 991.

"Even though we are still in the early stages of this unique project, we are very proud to have partnered with Zero Petroleum," added Lagrue. "Our message is simple: we want to further demonstrate that our passion for motorsport and respect for the environment can go hand in hand."

"Zero is honoured to team up with 2B Autosport, Gwen Lagrue and the FFSA to introduce 100 per cent drop-in synthetic fuel to the French Rally Championship," said Zero CEO Paddy Lowe. "The historic Rhône-Charbonnières is the perfect venue for Zero to prove that synthetic fuel can transform any sport into a carbon-neutral activity. After all, we're not reinventing the wheel – just the fuel."



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Circuit and Endurance Racing Legend



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



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



Todd Crooks, Mini Cooper S (Link G4+ Xtreme)
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Historic Rally Festival returns

The 2024 Historic Rally Festival will take place on the 5th and 6th October and will include new venues and stages.

Now in its fourth year, the Historic Rally Festival is the UK's only Motorsport UK permitted multi-venue demonstration rally event, and attracts entrants from far afield, as well as some of the UK's previous rallying heroes. Last year's entry list included 1984 World Rally Champion Stig Blomqvist in an Audi Quattro, and 1996 British Rally

Champion Gwyndaf Evans in a Ford Escort. Motorsport UK's CEO Hugh Chambers also co-drove for Tim Ashton in the Lancia Fulvia Fanalone, and this was Chambers' first taste of historic rallying.

Based in Shropshire and around the Telford area, 2024's event is adding in new and stages at Apley Estate and Willey Estate. The Service Park will remain Telford-based and continue to be open for free spectator viewing.

Spectator tickets are now on sale at www.historicrallyfestival.com – and those wishing to submit an expression of interest to enter the event can click [HERE](#) – with places limited to 80 cars.

British representatives appointed to FIA Commissions

Motorsport UK is pleased to announce the following personnel have been appointed to FIA Commissions for 2024-2025.

FIA Committees

- Sport Member ASN Committee: Hugh Chambers
- Circuit Sport Committee: Cheryl Lynch, Alan Gow (Chair of Touring Car Commission)
- Road Sport Committee: David Lapworth
- Safety Committee: Dan Carter (Vice President), Roger Wills (President of Historic Motor Sport Committee)
- Sustainability and D&I Committee: Jessica Runicles (Vice President), Nathalie McGloin (Chair of Sport Disability & Accessibility Commission)

- Drivers' Committee: Andrew Howard
- Historic Motor Sport Committee: Roger Wills (President)
- Homologation Committee: Joe Hickerton

FIA Commissions

- Drag Racing Commission: Andy Robinson
- Drifting Commission: Cheryl Lynch
- Esports Commission: Paul Crawford
- GT Commission: Peter Daly
- Touring Car Commission: Alan Gow (Chair)
- Electric and New Energy Championships Commission: Ian Smith
- Rally Commission: Jonathan Jackson

- Truck Racing Commission: Michael Duncan
- Hill Climb Commission: Tim Wilson
- Off-Road Commission: Cheryl Lynch
- Land Speed Record Commission: David Tremayne, Dr Ian Roberts (Medical Committee Representative)
- Sport Disability & Accessibility Commission: Nathalie McGloin (Chair)
- Medical Commission: Dr Paul Trafford
- Closed Road Commission: Dan Carter
- Circuits Commission: Dan Carter

If you have any queries or topics you'd like to raise, please contact committees@motorsportuk.org

Trackside mental well-being

When TCK UK visits Snetterton later this month, and as part of the ongoing partnership with BRSCC, Driven Minds will be in attendance. Driven Minds is a non-profit organisation which focuses on promoting awareness of mental health within UK motorsport and the automotive industry. Currently working with the BRSCC, it provides support at circuits for all participants, including drivers and team staff, photographers, marshals, and circuit officials at selected events.

As part of their campaign for Mental Health Awareness Week and its theme of "Movement: Moving more for our mental health" as set by the Mental Health Foundation for 2024, Driven Minds is hosting a track walk on the Saturday evening in partnership with TCR UK and BRSCC. All are welcome to join on the walk around the track, which is anticipated to begin at around 6.30pm, with several TCR UK drivers also in attendance. There will be the opportunity to purchase Driven Minds stickers, with proceeds funding mental health first aid training for Driven Minds volunteers to increase the support available at tracks.

To learn more about Driven Minds, see www.drivenminds.co.uk or email help@drivenminds.co.uk



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Into Speed initiative welcomes more women into hillclimbing

Last month the first event in the Into Speed programme, a new initiative launched by the British Women Racing Drivers' Club (BWRDC) to try motorsport for the first time, was held at Harewood Hillclimb.

Into Speed centres around the hillclimbing discipline, during which drivers compete against the clock in their very own road car. Motorsport UK is supporting the programme as part of its ongoing commitment to increase female participation throughout the sport.

The 15 attendees were introduced to first stages of sitting in a car, timing, and safety, walking the track, and driving the hillclimb course under the guidance of an instructor. The pathway aims to give a clear, friendly, and cumulative introduction for women of all ages.

A second day is scheduled for 21st May at Curborough Sprint Course, where participants can start to dial into their driving style with one-to-one tuition from BWRDC competitors and other expert driving tutors.

The final stage will be the chance to enter an event with the full support of a BWRDC mentor. Throughout the process participants will also be introduced to the different roles available throughout motorsport, including stewards, engineers, media, and marshals.

Future events will take place at Shelsley Walsh, Prescott Hill and Harewood Hill. The BWRDC will likewise guide women through the acquisition of a racing licence, with the support of Motorsport UK.

A representative fee will be payable for each day to cover the entry fees. Participants must be willing to use their own road car for the driving tuition days and any competitive events.

15 women began their competitor journey at Harewood Hillclimb

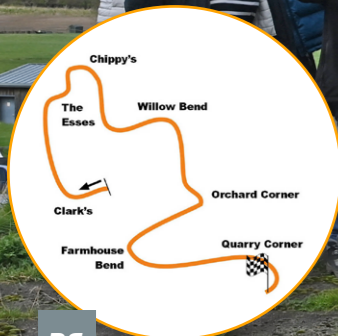
Caroline Ryder, BWRDC Vice Chair, member of the Motorsport UK Women in Motorsport Committee and a hillclimb veteran herself, commented: "Today was born out of a recognition that anyone can get into hillclimbing and get started in the sport, in particular from the BWRDC's perspective we want to get more women just to have a go and see how they get on. Today was the first step of that, and a chance to have a go – if you've ever felt like it, it's great fun!"

Jessica Runicles, Head of Sustainability for Motorsport UK, added: "Initiatives like Into Speed are female run events that support women to just have a go in motorsport, get out there, see if they like it in a very safe, friendly environment, before getting involved in the wider sport. Harewood Hill was the first in our series of women-only hillclimbing events, and we hope that more aspiring female drivers will join us and our motorsport community."

More information can be found [HERE](#) and don't miss the action from the day's event on Motorsport UK TV.



Katie Bushell pushes her Fiat Abarth around the Harewood bends



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Alan Minshaw



Motorsport UK is saddened to learn of the death of Alan Minshaw, former British Touring Car Championship (BTCC) driver and founder of the Demon Tweeks brand and shops.

In 1983 Alan won Class C in the BTCC and finished second overall in the British Saloon Car Championship in a Volkswagen Golf GTi. Prior to this he

had won the British Production Saloon Championship overall 1974 driving an Avenger. In more recent years he was seen competing alongside his sons in a Maserati T61 (Birdcage) in the British Racing Drivers' Club (BRDC) 50's Sports Car Series.

Alan's racing career began in 1958 in a Morris 1000 at an Aintree Saloon Allcomers race, and he continued racing until his late 70s. He competed in the British Touring Car Championship under Demon Tweeks Racing throughout the 1980s, racing alongside Roland Ratzenberger in the famous Demon Tweeks E30 M3 in 1988.

As a young man, he was a salesman for FRAM Filters and a massive motorsport fan, but he did not have the funds to go racing on his salary. He saw an opportunity in the market to supply performance suspension, and before mail order was widely recognised, he was selling shock absorbers from home, packing them on the freezer top and heading down to the post office to send them out. He was probably the original innovator of mail order in the motoring world.



Alan knew what was needed to make a car go faster, but he was also a salesman and knew how to engage customers. Having placed adverts in the back of car magazines the phone soon began to ring... not long after he decided to open a shop and a garage, and from there the Demon Tweeks brand was born and continues to expand today.

Motorsport UK sends condolences to the Minshaw family and is grateful for the legacy that Alan created.



Michael Shield

Motorsport UK is saddened to learn that former British Rallycross Champion Michael Shield has died, aged 57.

Having ridden in motorcycle trials as a junior, Michael raced in Autocross as soon as he had his driving licence and progressed quickly to Rallycross where, after a couple of learning years, he won the Formula D (1600cc) class of the British championship in 1986.

Using that success as a springboard to the top class of Rallycross, Michael took the wheel of a self-prepared version of the MG Metro 6R4 from 1987, when he was a member of the six-man British team that won the FIA Inter-Nations Cup event at Croft. In 1989 he achieved his greatest success by becoming the British Rallycross Champion. Winning the British title at just 23-years-old, Michael Shield became the youngest ever champion, a record which stood until 2016.

Throughout most of his racing career Shield worked with his father, George, in the promotion of Rallycross events at Croft Circuit including a second running of the Inter-Nations Cup in 1990 and the FIA European Championship in 1994.

Motorsport UK sends condolences to his wife Julie and their children Robert and Elise, and his mother Joyce.



Mission Motorsport receives £27,000 award

Mission Motorsport is The Forces' Motorsport Charity, which helps former soldiers to improve their mental health and wellbeing through engagement in motorsport, and to train for jobs in the automotive industry, as they transition back into civilian life.

The grant will go towards the operating costs of delivering the charity's programme of activities under its mission Race, Retrain and Recover, including motorsport events, maintaining its training wing vehicles and equipment, and training and employment opportunities.

"We are hugely grateful for Army Benevolent Funds support and funding," said Andy Brown, Chief Operating Officer at Mission Motorsport. "This allows us to continue delivering an ambitious programme to support Army veterans and their families, especially hard-to-reach individuals who can feel lost, isolated, and without a sense of purpose in life after their military service. With the Army Benevolent Fund's support, we are able to bring veterans and families together against the backdrop of an exciting motorsport programme and vocational employer engagement initiatives, all aimed at helping them transition successfully into civilian life."



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

Sitting 18th April
Case No: J2024-6
Mark Heywood KC (Senior Chair)

Appeal Against Refusal of Competition Entry – Judgement

1. The National Court has received an appeal by and on behalf of X, a junior competitor, against the refusal by Santa Pod Racer's Club to accept X's entry to the Festival of Power event to be held on 26th–28th April 2024.
2. As the National Court cannot be convened in time to hear the appeal before the event, the determination falls to me in accordance with General Regulation C6.3.2.
3. GR6.3.2 makes it clear that appeals against the refusal of an entry must be made in writing to Motorsport UK within 48 hours of the competitor receiving notice that the entry is refused.
4. The Club's refusal to accept X's entry was notified by email, dated 9th April 2024, at 10.13am.
5. This appeal was not lodged within the time limit. In correspondence with Motorsport UK, Mrs Edel McDonald raised a complaint about X's treatment but did not submit an appeal setting out the grounds on which she relied, or pay the required fee. Quite correctly, Sian Woolley, Assistant Legal Counsel to Motorsport UK, drew Mrs McDonald's attention to the relevant regulations, but explained that she could not offer any further advice.
6. Though the fee has been paid, Mrs McDonald relies on her correspondence with Motorsport UK as giving notice of appeal, but she has not set out the grounds of appeal on which she relies to show that the refusal was unreasonable, or why, being out of time, the National Court should exercise its discretion to extend the time limits, in the interests of justice. She concluded her email correspondence on 16th April 2024, "Hi Sian, we agree that the last email to you is sufficient in its contents to act for us, to be submitted to the National Court along with the Appropriate Fee as out lined by you."
7. It is the responsibility of the competitors and those who act on their behalf to be familiar with the regulations under which they compete. This is made very clear in General Regulation A2.6.1 and A2.6.2, which provide:

"It is your responsibility to fulfil your obligations in respect of an Appeal as set out in the General Regulations. General Regulation A2.6.1 and A2.6.2 state:

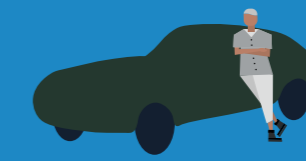
2.6.1 Every person, body, group of persons, etc., organising a competition or taking part therein shall by so doing or by and upon applying for an organising permit, or by and upon applying for a licence from the MSA, or by and upon entering for a competition, be deemed to have, and recognised that they have:

2.6.2. Made themselves acquainted with these Regulations and agree to pay the charges and fees pursuant to the Regulations (and the Appendices thereto)."
8. I have concluded that Mrs McDonald failed to lodge this appeal within the time limit. That fault was her own and not the responsibility of anyone else. No details of the grounds of appeal have been submitted, nor have any reasons why I should extend the time limit within which to bring the appeal.
9. Accordingly, the appeal is refused.

Mark Heywood KC
18th April 2024



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THE FUTURE HAS A BRIGHT START

The next generation of motorsport officials is in good hands

In April's *Revolution*, we were pleased to announce that the new Sub-Committee dedicated to Officials, Marshals and Volunteers aged between 18 and 35 was up and running, with 15 members onboard. This Sub-Committee gives a platform for the younger demographic supporting UK motorsport, which has previously been under-represented and is 'staffed' by active Officials, Marshals, and Volunteers from across a wide range of disciplines and backgrounds.

All the committee have a shared interest and goal to increase youth volunteer participation at motorsport events and improve the visibility of younger officials across the sport. It is co-chaired by Motorsport UK staff members Rachel Gascoigne (Stewards Officer) and Sam Walker (Training Co-ordinator), who are both active officials outside of their roles at Motorsport UK.

This committee's first meeting in March was the initial step towards a bright new future, but getting to this stage was the culmination of many months hard work by Rachel and Sam.

"I take no credit for the idea of the Sub-Committee," reveals Walker. "It was something that Rachel suggested to me early last year, but at the time she was sceptical of it happening. I thought it was too good an idea to not pursue, so I was keen to team up with her to get the ball rolling."

"The Young Officials Sub-Committee has been needed for a long time," adds Gascoigne, "but it just required a catalyst to get it up and running. Until now there has been no specific representation for the younger generations of Officials supporting UK motorsport. I originally approached Sam with the idea of getting a group of younger officials together.

Rachel Gascoigne and Sam Walker attending the Extreme E round in Scotland 2023



I know how passionate Sam is about the sport and felt confident that working with Sam could produce some good outcomes."

"We both shared an equal vision," says Walker, "of trying to represent the younger voices within the sport. I had already begun working on a new Cadet Programme for volunteers aged 11-18 at the time, so this new Sub-Committee was a logical step in the process.

"We made a point of setting up weekly meetings over a six-month period, starting back in 2023, to get some thoughts and ideas put down on paper, and before we knew it, we had a Terms of Reference document drafted up."

"Initially it was a working group," adds Gascoigne, "but we ended up moving to a Sub-Committee. Through this six-month process we delved deeper into the ideas of forming programmes around the younger officials and this led to Cadets, Young Officials and Graduates. Sam had already been working on the Cadet Programme, so other ideas following on from these programmes came naturally. The committee has now been tasked with the further creation and naming of these programmes, as well as reoccurring topics such as Retention and Recruitment."

"Once things got moving," notes Walker, "we did have to brief various staff members within the building, but there were not any real challenges to the idea, and Motorsport UK has been very supportive of us getting this initiative in place.

"One area where we did struggle, however, was choosing the candidates to sit on the committee. We opened nominations in December last year and had so many excellent candidates to pick from. Rachel and I both agreed that we needed a fair representation of the sport, covering a cross-section of licence types and disciplines. I think we have just about achieved that with the group we have now. Ultimately, the decision of who sits on Motorsport UK Committees is approved by the Nominations and Appointments Committee, but they largely agreed with the recommendations which Rachel and I had made."

The drivers of change

Stewards Officer Rachel, and Training Co-ordinator Sam are both familiar faces to many across the UK motorsport community, as they both come from families that inducted them into motorsport from an early age.

"For me," adds Gascoigne, "my first memories of motorsport include being at the racetrack with my dad while he was helping a team. When I was younger, I used to travel up to Scotland with my dad during the summer holidays and we would visit family friends who used to race MGs. I remember



Rachel celebrates completing her Stewards Assessment on the top step of the Snetterton podium

going round Knockhill in one of the cars as a passenger during a track evening. At the time I thought I was going really fast, but looking back, all the other cars were passing us, and we were actually rather slow. I think from these experiences I knew I wanted to be around motorsport, I just didn't know how."

"I have been going to motorsport events since day zero," adds Walker, "and would regularly spectate at Shelsley Walsh and Prescott with my family, with occasional trips to Castle Combe. Several of my family compete, or used to compete, so I don't think I had any choice! The family name has been involved in the sport for some time, notably Peter Walker – a distant uncle of mine – who won Le Mans in 1951 with Jaguar, and raced in a number Grand Prix for ERA, BRM and Maserati.

"I distinctly remember being at the Shelsley Walsh centenary meeting in 2005 – aged six – with the massive crowds and my face being pressed right up against the spectator fence. Motorsport was more of a way of life than an interest or a hobby. The racing calendar was always pencilled in at the start of the year, and our family life was built around that (my mother was very obliging). I suppose it would be the same for other sports people are involved in – you also develop your friendship groups through it, and suddenly you find that most of what you do has some relation to the sport, or the people you meet through it."



Neil Kirby

Sam commiserates with Alex Summers at Loton Park

“I began Marshalling when I was 13, predominantly at the three midland hills – Shelsley, Prescott and Loton. Our family acquired a Jedi hill climb car the same year. The dream was always to compete at some point, and this was the conduit to allow that to happen. When we used to take the car to test days at Curborough or on closed airfields, I would be allowed to drive it (with several cushions tucked behind me). I then did my first, and only so far, competitive event at Curborough in October 2015. I still have the car and have been working on it to get it back out in the future.”

“I attended a hill climb for the first time in my late teens,” adds Gascoigne, “and eventually competed in hill climbs, so I went full circle – from watching on the hill, to competing in them. My standout moment was coming third in Class in my first year and beating my dad! It hasn’t happened since though.”

“After university, I was unsure of what career path I wanted to take, and uncertain what to do after gaining a design degree. I saw a Motorsport Association (MSA) internship advertised on Facebook and did not hesitate to apply. Within weeks of getting the job I moved to Colnbrook from the Midlands. I have been with the MSA, and now Motorsport UK for six years, and have learnt so much about many aspects of sport.”

“In 2016 I became heavily involved with Hagley and District Light Car Club,” recalls Walker, “and helped build their website and entries system, later becoming a full committee member. I was appointed as their Chief Marshal at the end of 2018 and carried out that role until the end of 2022. During that time, I also coordinated their championship which had around 65 competitors, and I remember all the time spent

outside my studies calculating target times and sorting out championship points. I was awarded the Moran Motorhomes Shield for Services to the Sport by the British Hill Climb Championship in 2022 – a very humbling experience.

“Despite all this, I had no ambitions to work within the motorsport industry as I didn’t think it was possible. I certainly was no engineer or physicist, and opted to study Marine Biology at University, while keeping my motorsport up at the weekends. At one point my housemates questioned why I continued living out of a suitcase all the time.

“I first met Sue Sanders, Motorsport UK’s Director of Volunteer and Competitor Development, when she was Event Steward at Loton Park in 2019. In 2021 I applied to join the Motorsport UK Marshals Advisory Group and was appointed as the Speed Representative. I got to work closely with Sue and the rest of the group to develop the [then new] Marshals Development Pathway.

“Just as I was approaching graduation in 2022, I saw there was a job opening within Sue’s team. Cheekily, I emailed her asking whether I would be qualified for it, and whether I should apply. She simply wrote back a three-word email – “yes, and yes”. I did the full interview process, and eventually got a call back from Sue saying, “and you can now add a third yes”. I’ve not looked back since, and have now been part of the organisation for two years.”

Having landed the jobs they did not even realise they wanted, both Gascoigne and Walker have been very active representing Motorsport UK across the country. However, for Rachel, that was not the pinnacle of her achievements.

“There have been so many stand out moments on this journey so far, but number one is getting my Stewards licence. I felt so proud and had worked so hard. Gaining my licence is not also a personal achievement, but also supports the work I do with the Stewards and allows for a better understanding of the role. I have been fortunate to sit on the British Touring Car Championship Support Steward panel for a few years, and I attend other events as Event Steward to keep learning from the Stewards out in the sport. Helping Motorsport UK organise Extreme E has been really rewarding. The events are really interesting and different from anything I have experienced before.”

Extreme E also pops up on Walker’s highlights list, proving these two really can work together. “I was asked to be Chief Marshal for the Extreme E round in Scotland last year,” he adds. “It was an opportunity to really step outside my comfort zone and venture into a completely different discipline.

“I have also been working on the seminar series for Clerks, Stewards, and Scrutineers, which was a massive undertaking in terms of logistics and pulling together the staff and content. I led the Judicial sessions in the afternoon for our Clerks and Stewards and used interactive polling to

really engage the audience. One of the best ways to learn something is to teach it, and I certainly felt that here.

“Back in 2022, I began training as a Speed Clerk of the Course and undertook my first assessment end of 2023. I am now working towards my National status and will be attending many events this year to achieve this. A real ‘bucket list’ but equally daunting event this year will be Goodwood Festival of Speed as Deputy Clerk of the Course, alongside Tim Wilson, the Senior Clerk of the Course, who is also my mentor.

“Also in 2022, was my final event as Chief Marshal at Loton Park. This was poignant not because I was ‘retiring’, but because my close friend Alex Summers was fighting for the British Hill Climb Championship title. He and Wallace Menzies were pretty much neck and neck, and this was the final round. It got to the first run-off, and Alex was on (what was thought to be) a record-breaking run to try and secure the title. At the very last corner, he spun the car off the course and the championship fight was over. While the marshals were recovering the car, I ran over and gave him a massive hug. He and I were practically in tears at that point, but it proved that motorsport sport is one big family.



From spectator to competitor, Rachel has come full circle as hill climb fan



On Sam ventures track at Curborough in 2015



A young Sam Walker gets an early taste for motorsport

I had been privileged to help him and his family with their car at previous rounds of the Championship, and only until you do that do you realise the amount of effort it takes to run a fully-fledged competition car at the highest level. To have it all boil down to the final corner of the final round of the championship makes it really hit home."

The task ahead

With its first meeting hailed as a success, the Young Officials Sub-Committee will no doubt focus its drive and enthusiasm on reshaping the support and growth of young persons across the motorsport landscape.

"I think the committee is so important," adds Gascoigne, her passion for this programme shining through, "not only to recognise the talent we have, but to plan for retention and succession for future years. We want to give confidence to the

younger officials in the sport and ensure we are bringing new people through more frequently and consistently to grow and nurture the future generations of Officials."

"Our main objective," agrees Walker, "is to improve the experiences young volunteers have at all our motorsport events – which fall under three main topic areas – 'Recruitment', 'Recognition' and 'Retention'. The committee has been tasked to help us develop initiatives so all three of these areas are covered. We are looking at developing three training and development programmes; Cadets (11-18); Young Officials Academy (18-25); and a Graduates (25+) scheme. The age brackets of these are yet to be fully defined, but we are aware that young individuals go through various education, employment, or general life milestones around these ages, and want to ensure that any programmes we do put together reflect that and support the individuals taking part." 🌀

For further details on the range of Committees and Sub-Committees that help make up the backbone of Motorsport UK, see www.motorsportuk.org/about-us/governance/committees

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The committee is now working hard to work on these goals and Shore explains: "We meet every month and that is on our agenda for every meeting. With these goals in mind, we look at what we are doing, what has gone well or not so well, how we could use Motorsport UK resources, what ideas we have, and we make a monthly plan."

Changing Times

Central to the Club's future is its ability to embrace change and by focusing on the defined methods and opportunities at every committee meeting, plenty of ideas are being developed to evolve and improve. Shore explained the Club's approach to a few different areas, which many other Clubs will relate to:

Varying venues – "We are still very Southeast based in terms of membership, but we are trying to add new venues like Cadwell, Mallory Park, Coventry Motor Fest, Snetterton and Hethel to the championship we run. We just decided to add variety to help bring in new members and, like every Club, we must be very careful about costs, so we are trying to keep things fresh."

Collaborating – "Ultimately, our focus is on running the best events and trying to get as many entrants as we can. Lydden is always run as a round of the British Sprint Championship and we often invite in new championships and Clubs to join our events. This year, for example, there is a new Club, the National Historic Speed Club, that has a new championship for classic cars, and we are hosting a round of theirs this year as part of our event."

Connecting with youngsters – "We have been really focused on trying to look at different ways of introducing youngsters into Sprinting – through social media, videos but also

through ease of access. There are lots of things Motorsport UK do that are fantastic, particularly with StreetCar and AutoSOLOs, and we are consciously thinking of how we can bring that in and make that a stepping stone."

Using new resources – "We are working with the assets available from Motorsport UK and trying to grow and offer more. I have done the Accelerator Course myself and that gave me a much broader view of the different aspects required in helping people through joining a Club and pointing them in the right direction. It has really helped me to learn and implement new ideas. We are also currently submitting our documents for the Marketing Accreditation and doing those two things really helps us think about best practice and where we can fill in gaps."

Creative communications – "Our social media organiser recently hit on something that has been quite successful. The posts that really engage people, particularly non-Club members, are not always newsworthy or promoting the Club, they are what I call 'funnies' – a funny picture and caption, like a half beaten up car and a comment 'a little bit of work required before this weekend.' That's how we have got connected with some members, just through a bit of a different approach."

Mapping the Future

The Club currently has around 120 members, including competitors and marshals of varying age ranges, and the committee assesses these numbers at every monthly meeting. The natural club cycle will require young members to grow into responsible roles and even younger members to be encouraged in – and that is where this future planning will help.



Pete Goulding representing Borough 19 in the National Sprint Championships

Supporting Clubs

There is a selection of tools and resources that Clubs can use to help grow their membership and widen their appeal. Check out these options below or speak with the Club Development Team at Motorsport UK.

StreetCar

By joining the StreetCar programme, clubs can appeal directly to new members who want to try motorsport for the first time.

<https://streetcarmotorsportuk.com>

Club Toolkit

This is an online hub of resources for Clubs across five topics: Sporting, Management, Marketing, People, and Sustainability.

www.motorsportuk.org/clubs-organisers/club-toolkit

Motorsport UK Development Fund

Recognised Clubs can apply for grants and financial aid towards the costs of developing new events and activities, as well as promotional materials and educational links.

www.motorsportuk.org/clubs-organisers/club-development

The committee is confident that having a vision, values and methods of delivery will help at the very least maintain that number and Shore adds: "One of the things we want to do in the future is to look at the demographics, so we know what new members we are getting and where from, to see the next generation coming in with a bit of diversity as well."

Like many Clubs, Borough 19 acknowledges success through its annual awards and as well as the coveted Speed Championship Trophy, there is also a Marshals trophy; a Sportsperson of the Year Trophy; a Spotlight Trophy for service and achievement; the Dave Barnes Award for breakthrough achievements; and the President's Award for event organisers.

To build positive atmosphere, it is important to acknowledge all those involved, and Shore concludes: "A big chunk of the Club is about who has contributed overall, and we try to recognise this. Last year was a fantastic year, but we are not just thinking of the next year, we are thinking much further into the future.

"That is why we were quite quick to look at EVs, which is one of the more enthusiastic groups out there. We ran EV classes last year at Lydden and we hooked into that group of people, which is a great example of a new audience. Ultimately, it is all about having long term plan, rather than just chasing day by day."



The Bluebell Rally was the starting point for the club hosting events

Success on track is a great advertisement for Club activities



To compete or volunteer in UK motorsport, you will need a **Motorsport UK Licence**. These include the free RS Clubman competition Licence and national Marshalling and Officials licences. Most of the Motorsport UK Competition Licences can be applied for online and are dispatched within around 10 days.

50

The total number of different member benefits accessible to licence holders

81,000

The total number of Motorsport UK members in 2023

11

The youngest age at which anyone can register as a Cadet Marshal

28,400

The number of licenced Motorsport UK Competitors

7

The number of different types of Inter Club and National Rally and Speed licences available

13,000

The total number of registered volunteers including Marshals (9,000) and Officials (4,000)

01753 765 050

The number you can call to get more advice about what licence is right for you

15

The number of different types of events a free RS Clubman licence allows you to enter

To find out more about licences visit www.motorsportuk.org/get-started

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!

MOTORSPORT UK CONNECTED

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

The collage features several social media posts:

- Driven By Us:** A post celebrating 1 year of the organization, highlighting its mission to empower aspiring leaders from ethnic minorities and underrepresented groups in the automotive and motorsport industry.
- Songasport:** A post from a user tagging @OurMotorsportUK about a day of events in sunny Yorkshire, including photos of rally cars.
- Sport Positive:** A post about the Sustainability Rally Charter, aimed at steering clubs and organizations towards sustainability by providing actionable behaviors.
- harveyhotdog:** A post celebrating a first sighting of a Lotus Evija at Bicester Heritage, mentioning the AUTO PHOTO Top 100 exhibition.
- ava_verity:** A post from a user celebrating their return to driving after 3 years, mentioning their participation in a wheelchair race and thanking organizers.
- driftprochampionship:** A post from Anglesey Circuit / Trac Mân celebrating the winners of the Drift Pro Championship Round 2.
- Mission Motorsport:** A post announcing the launch of the StreetCar Disabled Drivers Scholarship, which allows disabled drivers to compete for a fully funded season.
- Grace King:** A post celebrating her nomination for 'Unsung Heroine Sportswoman of the Year' at the Local Women Sport Magazine Sports Awards.
- boris_the_defender:** A post from a user celebrating a sunny weekend of automotive activities, including a visit to the Scramble at Bicester Heritage.

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

YouTube Motorsport UK on YouTube: Discover what it takes to become a Motorsport UK Trainer, what skills you can develop and how to get involved

MOTORSPORT UK RACE MARSHAL TRAINERS

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 2023 World Champion Jake Dennis, British Touring Car driver Tom Ingram, British GT Championship driver Jess Hawkins, 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.



Will Ovenden

Born:

Ashford, 19th May 2006

Academy Programme:

DiSE

Competes:

British Rallycross Championship, Suzuki Swift class

Recent Results:

BRC Suzuki Swift 2024: Lydden Hill, R1 and R2 – 1st and 1st

What is your earliest memory of motorsport?

When I was around six years old, I remember turning up for my first motocross event with my dad and my brother. It was a super exciting moment and I stuck with racing ever since.

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

Winning my first Motorsport UK Championship event in Junior Rallycross at Pembrey. It was an awesome moment and to make the weekend even better, I got my second win the next day!

What has been the lowest low so far?

Losing the Junior British Rallycross Championship on countback at Lydden Hill. I had to win the race to win the title, but I came second. That left my competitor and I joint level on points, but they ended up with the title. That was hard to accept after three years in the series, but I did not let it affect my enjoyment and love for the sport.

What has been the best opportunity you have had?

To be a guest speaker at the Autosport International Show earlier this year. It was a great moment to share my experience with Rallycross in the 2023 season and get my name out there.

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

To compete at an international level in either European or World Rallycross within the next five years. I have been looking into a different series next year that supports this, and I expect to make progress towards this goal in 2025.

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

It would have to be Johan Kristoffersson. He has had a lot of success in the World Rallycross Championship, winning many titles, and he always seems to have the edge over the rest of the drivers.

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

On the DiSE programme, I have learnt so many useful things to take with me as I progress in motorsport. I think the most useful is my BTEC Sport unit, as it has really shown me everything that I can do to maximise my performance on track as a driver and be the best I can be physically and mentally.

How is your season going?

I took a double win in the Suzuki Swift class and hope to carry that momentum through the year. Any mistakes can be very costly, so the biggest challenge is going to be consistency.

AF Motorsport Media



Owen Paterson

Born:

Dumfries, 12th August 2005

Academy Programme:

Co-Drivers

Competes:

Scottish Rally Championship and selected Asphalt Championship events

Recent Results:

McDonald & Monroe Speyside Stages, 1st in class M7, 5th overall

What is your earliest memory of motorsport?

As a young boy, I followed my dad and uncle all around the country when they were competing in the Scottish Rally Championship (SRC) and Scottish Tarmac Rally Championship (STRC). I remember always being in the chase car and waiting at the end of all the stages to make sure they both got out okay. That is where I met some of my heroes as their chase cars were in the same area.

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

I have had a few highs but one of the highest highs was finishing third overall in my first ever Rally in Junior1000. Having the chance to navigate for my uncle Ian Paterson on the Jim Clark, and being able to do Abbey St Bathans in the dark in a top Subaru against British Championship contenders, was also pretty special.

What has been the lowest low?

On the McRae Rally Challenge in 2022, we were running 10th overall when we rolled the car, resulting in a displaced pelvis and a trip to Dundee trauma unit! Another fairly low day was when Alan Kirkaldy and I were leading the Kingdom Stages by over 30s and a car issue dropped us down to fifth overall.

What has been the best opportunity you have had?

When I was approached by two-time Scottish Rally Champion Jock Armstrong and asked to navigate for him this season in the SRC. This was as a direct result of being accepted to the Motorsport UK Academy Co-Driver programme.

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

To make co-driving my full-time profession and to go on to compete in the major championships around the world. Now, my goal is to win the Scottish Rally and Jim Clark Rally in the next five years.

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

There are too many people to choose from, but a real hero of mine and someone who I have always looked up to from a young age is Gary Adam. He always had the coolest cars and seemed to take time to talk and offer encouragement to me. I would also love to spend a day with Derek Ringer to see how he always kept so level-headed and so organised when sitting next to Colin McRae.

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

The amount of preparation and organisation that goes into a Rally and how to deal with the pressure of preparing on and off the stages for events. I have also learnt lots about how to make recce and service plans for events.

What are your plans for this season?

To compete in the Scottish Rally Championship with Jock Armstrong and hopefully a few selected Asphalt Championship rounds as well.





Mohan Ritson

Born: Leeds, 24th July 2002
Competes: ADAC GT4 Germany
Academy Programme: Futures
Recent Results: GT4 Germany: one podium and multiple top 10 finishes

What is your earliest memory of motorsport?

In 2009, I had a karting party for my seventh birthday. I also got my first helmet, a blue motorbike helmet which I still have. I never followed on with motorsport until I got an entry to the Ginetta Junior Scholarship in 2017, again as a birthday present, and after reaching the final I began pursuing a career.

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

Finishing my British GT debut season with a class win. After switching team-mates mid-season and having the general ups and downs of a race season, to end it like that was amazing. I have had several highs since, but this stands out as special when I recall the emotions from the day.

What has been the lowest low?

Last season was probably my toughest in racing. It was a huge step up and that brought some serious challenges: increased pressure, new tracks, a new car, and a lot of expectations. I made a lot of mistakes at our second race weekend and that really knocked me as I knew I was better than what I was showing. I took time in the summer break to reset and came back to finish the final three race weekends with a podium and some of my best performances ever.

What has been the best opportunity you have had?

The season I am entering right now in GT4 Germany with FK Performance – to be invited back to the team that gambled on me last year as the inexperienced Brit is amazing. They gave me my first laps in a GT3 car – which were also my first ever laps around Hockenheim, so credit to them for the bravery! – and they have since given me the tools and people to grow as a driver and a person.

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

Like most sportscar drivers, I aim to race in the Rolex24 and 24hr Le Mans within the next five years. However, my main goal is to develop a sustainable and successful career as a pro-driver, whether this is working with gentleman drivers or in a factory team. Whatever I do, when the day comes that I race for the last time, I want to look back and be proud of the career I have had.

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

My manager, Tim Sugden, is a man I trust with everything I am dealing with in racing. His stories of raising sponsorship, racing in the greatest cars in history at the biggest races in the world is something that I aspire to follow.

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

I have been able to learn a lot about the theory of motorsport engineering from the talks at Motorsport UK in Bicester to getting to see it in person on our visit to Aston Martin's F1 facility. I have also learnt lots on the psychology side too.

What has been the biggest challenge for you this year?

We have adopted a completely new philosophy with the car this year and during pre-season testing I showed strong pace. Our biggest challenge will be to develop a car that can qualify well, as this has been our weakness, but I think we will iron everything out quickly to develop an all-round strong car.



Callum Voisin

Born: Geneva, Switzerland, 6th March 2006
Competes: FIA Formula 3
Academy Programme: Team UK
Recent Results: GB3 Champion 2023

What is your earliest memory of motorsport?

I was lucky enough to watch the Monaco Grand Prix from a balcony in the Principality when I was just three years old, and although I was very young, I distinctly remember the sound – the cars were much louder back then – and excitement of the day.

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

Winning the GB3 Championship. It was my first Championship in single-seater cars and only my second season in a senior Championship.

What has been the lowest low?

In my rookie season in GB3 in 2022, I was lying third in the Championship going into the last reverse-grid race at Donington. All I had to do was finish the race within a couple of places of my closest rival to keep the position, but I got caught up in a crash and came back in the tow truck and ended up dropping to fourth in the final Championship standings – so not a great ending to the day.

What has been the best opportunity you have had?

At the end of last year, I was not sure what I would be doing next. I wanted to stay in single-seaters and was lucky enough to do a Eurocup3 test and FIA F3 tests, which was part of my GB3 Championship prize. The goal was to move up to FIA F3, but the budget jump is massive. Thankfully I gained the support of RDA Advisors, my principal sponsor, and Rodin Motorsports, and I am extremely grateful to both.

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

Like all single-seater drivers, the goal is Formula 1. It is a cliché, I know, but we all believe we can make it, even though only a handful of us will ever even sit in an F1 car. That is my goal – and my aim is to be there by 2028.

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

Lewis Hamilton, because he is one of the greatest drivers ever and although times are different when he started, he had to work very hard to get where he is today. He knows how difficult, frustrating, and challenging this sport can be.

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

Working together as a team. It is easy to think motorsport is an individual sport, but it needs a team effort for it all to come together.

What has been the biggest challenge for you this year?

We have just returned from the Australian round where we continued to progress, even if not at quite the pace we would like. The team and I are working well together, and I am looking forward to progressing up the grid as the Championship returns to Europe.

Stay protected on the track

Personal accident insurance benefits are automatically provided to all signed on officials or marshals, and licensed competitors, attending UK based events that are organised or approved by Motorsport UK.

The personal accident insurance policy, arranged by Marsh Sport, provides financial protection in case of accidents, injuries, or disabilities that may occur on the track.

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To find out more visit:

www.marshsport.co.uk/motorsportuk

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WHAT'S ON

Manx Rally

10th-11th May, Isle of Man

James Williams leads the Protyre Asphalt series into the double header Manx National Rally as he, with co-driver Ross Whittock, makes his first Isle of Man rally start since 2017. Asphalt specialists Neil Roskell and Dai Roberts, Mark Kelly and Will Atkins, and Steve Wood and Kenny Hull, will push a fast pace, while Callum Black and Jack Morton will look to kick start their title defence after problems in round one.

Adrian Hetherington heads to the first of three all-asphalt rounds of the Fuchs Lubricants British Historic Rally Championship at the top of the points standings as the Manx Rally becomes a welcome addition to the calendar. The legendary Isle of Man roads could well shape the series leaderboard, as just a handful of points separate the top five contenders heading across the Irish Sea.

www.manxautosport.org



Russ Downy



British Karting Championships – IAME

10-12th May, PFi, Grantham, Lincolnshire

The IAME season kicks off at the globally renowned PFi venue with four classes in action for rounds 1 and 2. The Water Swift Restricted category runs with 60cc engines and is for the younger cadet drivers aged 8-12, while the Water Swift category is for 10-13-year-olds. The Junior X30 level, which uses a restricted 125cc engine, and is for drivers between 12-15, while the Senior X30, which removes that restriction, is for 15 years and upwards.

www.britishkartchampionships.org



KarpiX

The Border Counties Rally

11th May, Jedburgh, Scotland

The Reis Motorsport Insurance Motorsport UK English Rally Championship is back in action once more on the Border Counties Rally. Current joint leader Callum Black will be on the Isle of Man defending his Motorsport UK Asphalt Rally Championship title, leaving Elliot Payne and Patrick Walsh to fend off the advances of the chasing pack. Indeed, at this early stage, with five out of a possible seven scores to count, someone who has yet to feature could still claim the title by the end of the season!

www.bordercountiesrally.co.uk



Kevin Money

ROKiT British F4 Championship

11th-12 May, Brands Hatch, Kent

The second round of the 2024 ROKiT British F4 Championship travels to Brands Hatch this month. Hitech Pulse-Eight driver Deagen Fairclough is currently leading the championship ahead of the Rodin Motorsport pairing of James Higgins and Alex Ninovic. With only one round of the championship completed, there is still a lot more to play out in 2024.

<https://fiaformula4.com>



JFP

British Cross Country Championship

11th-12th May, Ceri, Montgomeryshire

The BXCC returns to Ceri forest for the first time since 2017 for the second event in the 2024 championship. After a very tough opening round in Yorkshire, which saw the lead change several times, it is Jason Rowlands who leads the title race going into round two just five points ahead of PAR Homes Racing teammate Paul Rowland, with Rob Bool chasing hard in his BMW M3-engined Lofthouse Frelander.

<https://crosscountryuk.org>



SongSPORT

Nic Ayre Memorial Autotests

12th May, Acaster Airfield, near York

Almost a third of the way through the championship and Alastair Moffatt is in pole position. The next event is the first of two visits to York Acaster Malbis airfield, for the Nic Ayre Memorial Autotest run by Alwoodley MC. The event has been won previously by the sports car drivers, so Alastair could have a real fight on his hands this time.

www.motorclubmanager.co.uk/events/112



British Hill Climb Championship

12th May, Harewood

The second round of the Motorsport UK British Hillclimb Championship Presented by Nova Motorsport and the opening round of the class based BHC Cup presented by BMTR take place at Harewood Hillclimb in Yorkshire on Sunday 12th May. Outright Harewood record holder Matt Ryder will be looking to continue his fine form at the venue and perhaps build a foundation for an outright Championship challenge. Will he be able to challenge his 46.39 seconds outright record? Two weeks later both the BHC and BHC Cup return for a 'double header' at Gurston Down in Wiltshire over the weekend of 25th-26th May. The action is sure to be fast and furious.

<https://www.britishhillclimb.co.uk>



Ben Lawrence

British Karting Championships – Honda and Rotax

17-19th May, Larkhall, Lanarkshire, Scotland

The Honda and Rotax categories head to Scotland for the second round. Kevin Ivanov won the first Honda Cadet GX200 final, while Arthur Pharoah won Micromax UK and Albert Friend the Minimax 950s. The Junior Rotax could see another battle between Harrison Whitticombe and Harry Bartle, while the Senior Rotax is currently lead by Callum Bradshaw, with Macauley Bishop and Guy Cunnington looking to make a challenge in round two.

www.britishkartchampionships.org



Kartpix

GO Tour of the Sperrins

18th May, Sperrin mountains, Mid Ulster

The penultimate round of the McGrady Insurance Northern Ireland Rally Championship is the GO Tour of the Sperrins – a closed road rally with 42 competitive miles in the Magherafelt area. Entries include Maiden City Stages winner Desi Henry and championship leader Jonny Greer. Aaron McLaughlin, currently second in the series, will start the six-stage event in a Volkswagen Polo R5.

www.magherafeltmotorclub.co.uk/uncategorized/tour-of-the-sperrins-23



Spring Sprints

18th-19th May, Blyton Park, Lincolnshire

After eight rounds Steve Miles has a narrow lead in the Woodford Trailers British Sprint Championship. Four further rounds will be run at Blyton Park where the more powerful EcoBoosts of Pete Goulding and Graham Blackwell will be challenging his pace, but the nature of the Blyton circuit may favour the the bike-engined car of John Loudon.

www.britishsprint.org



Anthony Mitchell

British Truck Racing Championship

18th-19th May, Pembrey Circuit, South Wales

The British Truck Racing Championship blasts into South Wales for a blockbuster weekend, with five heavyweight contests headlining one of the biggest truck events in the UK, Convoy Cymru. Following on from an action-packed Brands Hatch opener, all eyes will be on the likes of Ryan Smith, David Jenkins and Stuart Oliver in the battle for supremacy.

<https://btrc.co>



Graham Holbon

Training Production Car Autotest

19th May, Errol, near Perth, Scotland

This event will provide an opportunity for Junior members, inexperienced drivers, and those nervous of entering an event to learn and practice techniques. This will include the scrutineering procedure, how to control the car, starting and stopping in a test effectively. Entrants will have the opportunity to try different techniques at several short layouts under the guidance of experienced competitors.

www.saltirerallyclub.co.uk/events



Beatson's Building Supplies Jim Clark Rally

24th-26th May, Duns, Scottish Borders

The Probite British Rally Championship has enjoyed a sensational return this season and the Jim Clark Rally provides the next challenge on the roster. The iconic Scottish Borders closed roads will witness the battle for round three honours and it's Chris Ingram who leads the pack, but only by four points from William Creighton. The extended two-day event is sure to provide a thrilling return to asphalt for the series.



Round 2 of the 2024 Asset Alliance Group Scottish Rally Championship sees a switch to sealed surfaces on the Duns based Jim Clark Reivers Rally. Last year's winners Euan Thorburn and Paul Beaton will lead the way on Euan's home event. Round 1 victors David Bogie and John Rowan will be using David's Escort, while Finlay Retson is hoping to make amends after a final stage 'off' last year. 2023 Scottish Champion David Henderson is also chasing victory after finishing a close second last year.

<https://jimclarkrally.co.uk>



FIA The Main Event

24th-27th May, Santa Pod Raceway, Bedfordshire

The Main Event brings 2024's FIA European Drag Racing Championships to Santa Pod alongside a vibrant supporting cast of cars and motorcycles. The combined FIA / Motorsport UK Pro Mod division promises two dozen teams battling to qualify for bank holiday Monday's 16-car eliminations field with spectacular Top Fuel Dragsters, Pro Stocks and Top Methanol machines also heading the four-wheeled programme.

<https://santapod.co.uk/main-event.php>



British GT Championship

25th-26th May, Donington Park, Leicestershire

As Silverstone proved, strategy plays a significant role in British GT's three-hour races. And the same format returns for the first of two visits to Donington this season. Victory in the series' showpiece sees Shaun Balfe and Adam Smalley top the standings, but their Garage 59 McLaren will now be pegged back by an extra 20 seconds of Compensation Time.

www.britishgt.com



British Rally Cross Championship

25th-26th May, Mondello Park, Ireland

The all-action drama heads to Ireland for another double-header with father-and-son duo Ollie and Patrick O'Donovan leading in Supercars. The pair took one win each in the season-opener at Lydden Hill, but John McCluskey, Steve Hill and Julian Godfrey all made it onto the podium and will be looking to end the family dominance this time.

www.rallycrossbrx.com



Bullnose Kemble Targa Rally

2nd June, Kemble Airfield, Cirencester, GL7 6BA

Oxford Motor Club's June 2nd Bullnose Targa Rally is being held at Kemble Airfield, nr Cirencester. Unlike some Targa events, the airfield is mainly a smooth sealed surface and can be entered in your normal road car. Although being a round of three Targa championships, we are also running a Clubman event using the same tests which would be an ideal introduction to Targa Rallying.

www.oxfordmotorclub.co.uk



Custard Fields Streetcar Tyro

1st June, Custard Fields Farm, Buxton, SK17 0BD

This is an introduction level Tyro for any 4x4 vehicle. Anyone is welcome, whether you want to trial, spectate or marshal, but you must hold a Motorsport UK RS Clubmans Licence if you want to trial your vehicle. Toilets, water and camping available.

www.northernmonkey4x4.co.uk/events



Wyre Forest Car Trial

9th June, Hurtle Hill Farm, DY12 2YE

Kidderminster Motor Car Club (KMCC) will be hosting Round 5 of the 2024 BTRDA and Motorsport UK Production Car Trial Championship. This year's event will be run in memory of Club President Dave Lucas. The Club will be donating in Dave's memory from this year's event to Mary Stevens Hospice who provided support to Dave and his family. Past competitors will recall that the orchard at Hurtle Hill always provides a very competitive days sport with wide and varied sections which are a challenge to both expert and novice alike.

<https://kiddycar.club/events/btrda-production-car-trial-round-730/>

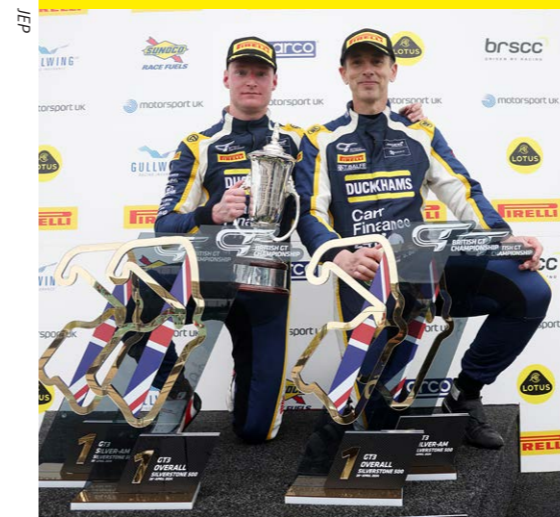


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Latest results across the different types of motorsport governed by Motorsport UK

British GT Championship



Garage 59's Shaun Balfe and Adam Smalley became British GT's latest Silverstone 500 winners with a composed performance in challenging conditions. Further back, McLaren celebrated a double overall victory after Optimum and Jack Brown clinched their second 500 in as many years with the help of Zac Meakin. In GT4, Jamie Day and Mikey Porter shrugged off their 10 seconds of Compensation Time to finish second, while Gordie Mutch's eye-catching around-the-outside pass on Seb Morris helped Mahiki's Lotus and Ian Duggan complete the overall podium and clinch Pro-Am victory.

Latest Championship Positions

GT3		
1st	Shaun Balfe / Adam Smalley	59.5 points
2nd	Rob Collard / Ricky Collard	53 points
3rd	Alex Martin / Sandy Mitchell	40 points
GT4		
1st	Mikey Porter / Jamie Day	67 points
2nd	Jack Brown / Zac Meakin	64.5 points
3rd	Charles Dawson / Seb Morris	61 point

Kwik Fit British Touring Car Championship



Tom Ingram claimed a double triumph at Donington Park in the season opening rounds. The race of the day, however, came in the final encounter as Aiden Moffatt held off a quartet of last year's title contenders to take one of the best victories of his career so far. Aron Taylor-Smith and Mikey Doble lead the Independent Drivers' and Jack Sears Trophy respectively.

Latest Championship Positions

1st	Tom Ingram	58 points
2nd	Ashley Sutton	49 points
3rd	Jake Hill	42 points

Motorsport UK British Autotest Championship



The third round was another win for Alastair Moffatt, making it three in a row, who again kept a clean sheet. The two tests of slightly different styles, had site A more suited to RWD, while the slower slightly more open site B suited the Specials. Alastair was initially challenged by Chris Chapman again, but a couple of penalties saw Chapman gradually drop back.

Latest Championship Positions

1st	Alastair Moffatt	90 points
2nd	Willie Keating	83 points
3rd	David Mosey	78 points

ROKiT F4 British Championship



Race 1 of the season saw James Higgins line up on pole. However, Deagen Fairclough got the best the start, taking the lead by turn one, and by the end of the lap, was already 1.487 seconds ahead, eventually crossing the finish line 5.317 seconds in the lead. Race two was a reverse top-12 starting grid, with the rest of the field in order of their fastest lap from Saturday's Qualifying session. Alex Berg and Mika Abrahams had pulled out to a comfortable lead by the final minutes of the race, however a five-second time penalty applied at the chequered flag took the win from Berg, and elevated Abrahams to the top step.

Latest Championship Positions

1st	Deagen Fairclough	46 points
2nd	James Higgins	33 points
3rd	Alex Ninovic	30 points

Fuchs Lubricants British Historic Rally Championship

Russ Olmwy / 300right



Seb Perez and Gary McElhinney took their Porsche 911 to a convincing Fuchs Lubricants British Historic Rally Championship victory on the Rallynuts Severn Valley Stages. Perez battled with BHRC newcomer and former British Rally Champion Mark Higgins, but claimed his first win and gave a Category Two [cars registered between 1968 and 1975] machine the first overall BHRC win since 2019. Higgins and co-driver Phil Pugh had to settle for second place, giving the Triumph TR7 V8 its highest finish in the championship to date. Adrian Hetherington rounded out the podium with Dan Petrie, and now takes the championship lead.

Latest Championship Positions

1st	Adrian Hetherington	67 points
2=	Nick Elliott	56 points
2=	Richard Hill	56 points

McGrady Insurance NI Rally Championship

Neill Pirsson



A last stage misfire wasn't enough to stop Desi Henry and Shane Byrne winning round three of the McGrady Insurance Northern Ireland Rally Championship – the Eakin Bros Brian James Trailers Maiden City Stages – by almost 15 seconds. The Citroen C3 Rally2 team went fastest on the opening Lisbunny stage and didn't let go of the lead despite three rivals taking stage wins along the way.

Latest Championship Positions

1st	Jonathan Greer	90 points
2nd	Aaron McLaughlin	81 points
3rd	Jason Dickson	79 points

Motorsport UK British Endurance Championship



It was no surprise that Peter Erceg and Marcus Clutton were overall winners of the two-hour race at Snetterton last month, but notable was the second overall place achieved by championship newcomers David Harrison and Nathan Luckey, in the Team Tasman Porsche 992 Cup. The Aussie mates have a rich provenance of Fun Cup, Rallying, and just about every Porsche championship, but their potential in the BEC was yet to be discovered

Latest Championship Standings

1st	Peter Erceg / Marcus Clutton / Hugo Cook	64 points
2nd	Bal Sidu / Josh Steed	59 points
3rd	Jonny MacGregor / Arthur Simonet	57 points

Motorsport UK Sporting Car Trials Championship



The Northern Phoenix Trials Car Club (NPTCC) organised two days of Clubmans Sporting Trials near Kendal, with the Jigger's Jug and Raymond Baxter Trials. Thomas Bricknell and Beth Carroll took the win at Jiggers Jugs, while Richard and Joe Sharp were victorious at The Raymond Baxter. The next round of the Championship, the Robin Jager Trial Club, also hosted by NPTCC, takes place on Sunday the 1st of September.

Latest Championship Positions

1st	Thomas Bricknell	88 points
2nd	Richard Sharp	79 points
3rd	George Watson	62 points

Probite British Rally Championship

JEP



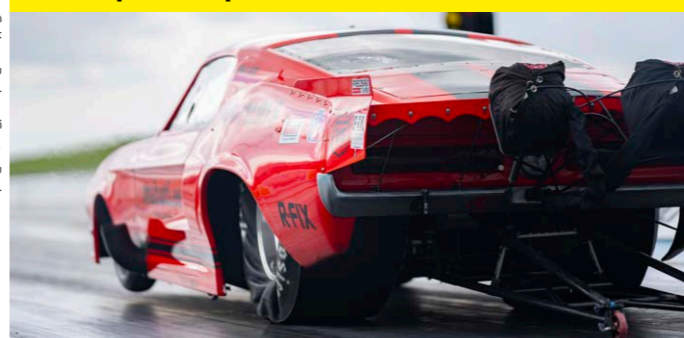
Osian Pryce put himself back into contention for a second Probite British Rally Championship title after a sensational win at the Rallynuts Severn Valley Stages. Pryce overhauled early rally leader Chris Ingram to take victory by 20 seconds from William Creighton while Ingram rounded out the podium.

Latest Championship Positions

1st	Chris Ingram	42 points
2nd	William Creighton	38 points
3rd	Osian Pryce	27 points

Motorsport UK British Drag Racing Championship

Callum Pudge / Santa Pod



Rain washed out Sunday's eliminations so qualifying positions determine the standings after this opening championship round. Tyre shake blighted Bobby Wallace's title defence, while Estonia's Andres Arover scooped a career-best 5.840sec for pole position. A later run yielded a career-best speed, 252.41mph, a Pro Mod track record. Britain's Jon Webster set PBs too, 5.909/247.67, to qualify second, with France's Jean Dulamon third.

Latest Championship Positions

1st	Andres Arover	43 points
2nd	Jon Webster	37 points
3rd	Jean Dulamon	36 points

Motorsport UK Pirelli Welsh Rally Championship

Paul Mitchell Photography



Matthew Hirst and Declan Dear put in a stunning performance in their Ford Fiesta R5 to score maximum Motorsport UK Pirelli Welsh Rally Championship points on the Rallynuts Severn Valley Stages. Former Pirelli Welsh Junior, Challenge, and class W13 champion Rob Wilson sealed second place, while Russ Thompson took third.

Latest Championship Positions

1st	Matthew Hirst	60 points
2nd	James Giddings	49 points
3rd	Rudi Lancaster	46 points

Asset Alliance Group Motorsport UK Scottish Rally Championship

AF Motorsport Media



After a longer than usual winter break the 2024 Asset Alliance Group Scottish Rally Championship finally kicked off with the McDonald & Munro Speyside Stages. Over 90 crews were on a stacked entry list, which included 20 R5 or Rally 2 cars. At the top of the field, David Bogie and John Rowan added another Speyside win to their already impressive record. Last year's Speyside winners Finlay Retson and Paul Beaton came home in second, with Euan Thorburn and Keir Beaton third.

Latest Championship Positions

1st	David Bogie	30 points
2nd	Finlay Retson	28 points
3rd	Euan Thorburn	27 points

Wera Tools British Kart Championships



Albert Friend



Callum Bradshaw



Arthur Pharoah



Kevin Ivanov

The opening round of the Rotax and Honda seasons took place at PFi with five different categories in action. Kevin Ivanov climbed five places to win the Honda Cadet GX200 class final, finishing 0.44s ahead of Archie Loveridge, but a consistent performance gave Ralpie Branscombe the early championship lead. In the Rotax championships, there was an incredible finish in the final of the Micromax UK category when Arthur Pharoah crossed the line just 0.01s ahead of Austin Oman with Joshua Cooke third just 0.32s further back. Again, however, consistency over the three scoring events put Luke Milward at the top of the table. In Minimax 950, Albert Friend won the final from pole, finishing 0.36s ahead of Joshua Griffin with Harry Taylor a close third. In the Senior Rotax, Callum Bradshaw took the all three points-scoring victories in a great start to the season.

Latest Championship Standings

Honda Cadet GX200	Micromax UK	Minimax 950	Junior Rotax	Senior Rotax
1st Ralpie Branscombe	1st Like Milward	1st Albert Friend	1st Harrison Whitticombe	1st Callum Bradshaw
2nd Archie Loveridge	2nd Joshua Cooke	2nd Joshua Griffin	2nd Harry Bartle	2nd Teddy Pritchard-Williams
3rd Kevin Ivanov	3rd Arthur Pharoah	3rd Harry Taylor	3rd Thomas-Minh Spearing	3rd Macauley Bishop

All photos: Kartpix

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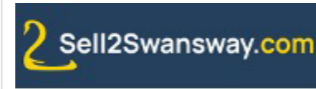
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The Parting Shot

Formula One race winner Britain's Lando Norris celebrates on the podium after the F1 Grand Prix of Miami, with a champagne bath courtesy of second place Max Verstappen and third place Charles Leclerc.