

Revolution

June 2024

The official magazine of  motorsport uk

TEAMING UP

Take your drive to the next level with a race support team



NICKY GRIST

**MY MOTORSPORT
MOMENT**

BRITISH GRAND PRIX

**BEHIND-THE-SCENES
WITH SILVERSTONE**

CLUB CORNER

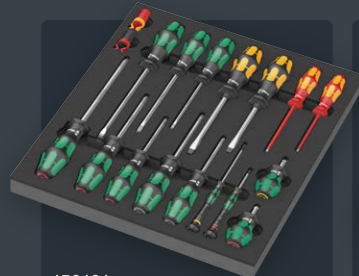
**ESSEX
LAND ROVER CLUB**

PLUS: NATIONAL MOTORSPORT WEEK LAUNCHED

TOOL REBEL ROLLER CABINET



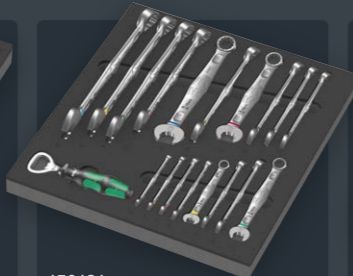
FIRST TWO DRAWERS FULLY LOADED!



150101
KRAFTFORM PLUS, 18PC



150110
ZYKLOP 1/4", 37PC



150121
JOKER 6003, 19PC



150140
L-KEY SETS, 20PC



94

PIECES
INCLUDED

CEO's MESSAGE



A few weeks ago, it was announced that the CEO of the FIA, Natalie Robyn, would be leaving the organisation after just 18 months in the role. The appointment of a CEO for the FIA in 2022 was one that we wholeheartedly supported, creating a focal point for the executive team in Geneva

and France under a clear central point. A great deal of change has happened at the FIA in the last two-and-a-half years, and Natalie has led ambitious schemes of modernisation and reorganisation to enhance the FIA's long-term viability, from both a financial perspective, and the provision of services to the members ASNs, such as Motorsport UK. I have no doubt that further positive evolution of the FIA will continue, and we hope to play our part in mapping out the future. One important new creation for 2024 has been a committee to represent the ASNs (national clubs) in a formalised structure at the FIA, with 16 representatives drawn from across the 165 countries; and I am proud that Motorsport UK has been chosen to sit on this forum, with myself as the representative.

While talking about the FIA, I would also like to express our thanks for the grant that they have made to help our Disabled Driver Scholarship Programme. It has been running for several years with great success but has always been constrained in achieving a broader impact due to budgets. With the help of the FIA, this year's edition, which was held at Bicester at the beginning of May, drew in further clubs to add to the expertise of long-term organisers Loughborough Car Club, so that we were able to offer four scholarships to allow more drivers to compete in a full season of AutoSOLOs, using specially prepared Toyota Yaris cars that have been purchased specifically for the programme. Richard Egger, the Chair of Loughborough Car Club, has been the guiding force for this extraordinary programme for several years and I would like to personally thank him for all the energy that he puts into the scholarship and assessment days. You could see the excitement for the drivers on the day and the joy for the winners of a full season of competition ahead.

From our base at Bicester in Oxfordshire, we have great pleasure inviting hundreds of Motorsport UK members to visit the building each year, especially those that make up of our various discipline and specialist committees. There are 36 committees at this point, with over 340 individuals populating them. But nevertheless, that is a fraction of our total community which extends to over 100,000 people across the country. It is therefore always a priority for the executives at Motorsport UK to get out into the community – whether it is at events, webinars, seminars or specially arranged meetings. It was with this in mind that a group of our team flew across to Belfast for a couple of days to meet with the Association of Northern Ireland Car Clubs (ANICC) and their various members and representatives across the disciplines. It is always terrific to go to Northern Ireland and experience the warm hospitality of the community, as well as being able to get the latest updates on progress across the clubs and competitions, and to reciprocate with more detailed explanations of what Motorsport UK is planning in the months and years ahead. Wilson Carson is the relatively new Chair of ANICC, who took over from long-term stalwart Nicky Moffitt a couple of years ago, and heads up an enthusiastic group of Directors



The Disabled Drivers Scholarship Programme, supported by a grant from the FIA



who are ambitious in their scope. They are supported by the Association's Secretary, Grace King, who many will remember was awarded the accolade of Club Volunteer of the Year 2023.

Mark King – a representative on Motorsport UK's Regional Committee and Autotest Committee – had recently taken part in an exciting expedition to Taipei on the invitation of the National Motor Club of Taiwan, to compete in their International Festival and Gymkhana. Competitors came from 16 countries across Europe and Asia and took part in a range of competitions over several days. Mark was joined by Tessa Whittock and Jack Lowry, who all competed in solo events, as well as the team, and doubles, competitions. It was great to hear their stories and a fabulous example of how club level competition can compete on the international scene and join communities on the other side of the world in what is fundamentally the grassroots end of our sport. I am pleased to report that all the team members did extremely well with consistent placings in the top 10 and in certain categories even the top 5.

Cross Country has some the largest group of members of all our disciplines, with a huge number of events taking place every year across the length and breadth of the UK. It is no surprise that the most popular vehicle is every size and shape of Land Rover, and The Association of Land Rover Clubs, the ALRC, brings together Land Rover clubs from both the UK and all over the world. They have approximately 10,000 members with 26 UK local area clubs, eight single marque clubs, as

well as 14 member clubs overseas... all of which are made up by Land Rover enthusiasts. The discipline has a wide variety of formats that take place in off road competitions, from all formats of trials, which are a test of precision and traction, all the way through to full-on speed events such of competitive (comp) safaris, that bear a close relationship to rallying, with timed special stages. I am sure many of you have owned or at least experienced Land Rovers over the years and they really are an extraordinary vehicle, not just for their industrial strength, but also their distinct personality and character.



Hugh and Kevin Peake, Chair of the ALRC, at Barn Hill Farm

James Roberts

I guess that is what draws people to be lifelong advocates and gives members the enjoyment that they have from modifying and competing in these unique vehicles.

The high point of the year for the ALRC is their National Event, which this year was held at Barn Hill Farm at Whaddon near Milton Keynes. It is a venue that, although remarkably close to national highways and large towns, is tucked away in a valley and allows for the full complement of cross-country events to be held in the confines of the one estate. As a three-day event over the Bank Holiday weekend, it brings the Cross-Country community together across multiple generations, with a packed campsite and lots of very happy people wandering around in the much-welcomed spring sunshine. I was greeted at the event by the Chair of the ALRC, Kevin Peake, who I have known for several years and admire his sterling work on the Cross-Country Committee. He explained in detail the intricacies of the different types of events taking place across the weekend, and pointed out the multiple formats of vehicles that have evolved for specialist tasks within this category of the sport. There was even a Land Rover based ambulance that had made its way from Denmark to compete in the trials! One of the developments that I found fascinating was that many of the cross-country trial machines, although looking superficially like an early generation Land Rover, are in fact built on a Range Rover chassis that has been 'cut and shut' and then re-clothed in the skin of an historic Land Rover. They have the classic visual appearance, but with the underpinnings of coil springs and a V8 engine that perform miracles over the

obstacles that the organisers design into the course. I always love the fact that while most of motorsport is about going as fast as possible, Trials is not about speed, but how far you can go up a tricky route without either stalling or touching any canes that mark the gates. On the Bank Holiday Monday there was a Comp Safari contained within the same compact area that managed to have a total of 30 miles of stages spread over eight runs, which although governed by an average speed, are for the large part of the course driven flat out. I left my time at Whaddon very impressed by all the organisation, and the sheer enthusiasm of the community and their love for Land Rovers.

Lifetime Achievement Award

You may recall at Night of Champions back in January, we awarded Nigel Mansell CBE the accolade of a Lifetime Achievement Award from Motorsport UK. Unfortunately, at the time Nigel was not able to travel from his home in Florida due to a medical condition that left him unable to fly. However, in May he made good on his promise to come and visit us at Bicester, not only to receive his award, but also to see the new home of the governing body and meet up with many of the staff that he's known over the years.

I first met Nigel in 1973 when we were both fellow members of the Solihull and Shenington Kart Club (as it was known in those days). I remember on one occasion we were all racing at Pershore in Worcestershire for a one off event, and ended up in his dad's caravan with a lashed-up supper and plenty of banter about the days racing. What I recall distinctly is

>>>>>

Nigel Mansell visited Bicester HQ to collect his Lifetime Achievement Award



Ralph Coulston





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Nigel entertains the Motorsport UK team with tales from his racing career

that, even then as teenagers, we were all in awe of Nigel, as he had an air of authority about him and a machismo bravery that shone through – not only in his driving but in his entire attitude to life. Little did we know what was to come. Of course, you all now know about his career and his successes – he is the second most successful British Formula 1 driver of all time in terms of race wins, with 31 victories, second only to Lewis Hamilton who is on 103. Plus, Nigel is eighth overall in the global Formula 1 winners list. Remember in those days there were a great many more teams, and a great many more drivers to compete against, and as he recounted to us at Bicester, in 1992 every Grand Prix would have a pre-qualifying before actual qualifying; 40 drivers took part in Formula 1 that year with 16 different teams.

Nigel was on great form, and we took him for a tour around the Bicester Heritage site to see some of the many businesses that populate the World War II buildings, as well as the new ones such as our own. It was quite amusing to be wandering into one of the historic restoration businesses as a mechanic crawled out from underneath a four-and-half litre Bentley to be greeted by Nigel Mansell staring down at him, seeing a look of something between awe and disbelief appearing across his face. We also dropped in on Paddy Lowe at his Zero Petroleum laboratory which is situated just behind Motorsport UK. Immediately the banter began with both Nigel and Paddy recollecting the antics of their days working together in Formula 1... including something about handcuffs and policeman and being arrested in

Australia which I won't go into at this point! The fact that Paddy's career goes back to working as an engineer with Nigel is extraordinary, but even more amazing is that the championship winning Williams FW14B that Nigel dominated with that year was designed by Patrick Head and Adrian Newey, and of course Adrian is still designing world championship winning cars that have the same devastating effect on the competition.

Nigel regaled all the staff with stories of his driving days, and none more graphic than describing the sheer bravery required to drive the active suspension FW14B which as he put it "your brain was continually telling you to lift off the throttle and to brake, you had to override all of that and keep the pedal firmly pressed into the floor, and then the car would perform its magic and provide even more downforce and cornering speed". Of the 16 races that year, Nigel was on pole position for 14, with his teammate Riccardo Patrese managing only one. He really is a towering figure and one who so richly deserves the accolade of a Lifetime Achievement Award, and someone who typifies an era of motorsport that has probably gone forever. 🌀

Wishing everybody a safe and enjoyable month of competition ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

Inside *Revolution* this month: **Teaming Up** explores the benefits of hiring a race team to enhance your on-track experiences. **Behind the scenes at the British Grand Prix** – Silverstone Chief Executive Officer Stuart Pringle reveals how it all comes together. **Meet the Motorsport UK Board** – the ultimate decision-makers in the governance of UK motorsport. Multiple world champion Rally co-driver **Nicky Grist** recalls his first Network Q RAC Rally win in '93; Join the **Essex Land Rover Club** on some off-road adventures, plus **National Court, What's On** and more...

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Four motorsport teams share the benefits of hiring some trackside help

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Teaming up

Joining, or hiring a race team can be costly, but the benefits can be priceless. **Will Gray** spoke to a selection of team operators to find out more

Racing at a Club and National level involves a lot of commitment. Both as a driver, and when it comes to car preparation and logistics. Many competitors are starting to seek out specialist teams to run their cars. To race at the top in some Series it is almost a pre-requisite to have some professional help at the track.

For the average club racer, the extra fees involved when hiring, or signing up with a professional team can be hard to justify, but more and more people are starting to see the value.

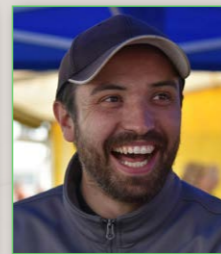
David Ellesley, who runs Race Car Consultants, looks after cars in the British Racing & Sports Car Club (BRSCC) Fiesta Junior and ST240 championships, and he believes there has been a growth in Club level team presence in the paddocks. "Since Covid, teams that used to run at a higher level with big budgets have started to appear at Club level, so there has been a little bit of an influx.

"In our series, I would say 60 per cent are with a team, the rest are running themselves – but those that are competitive are traditionally from families with motorsport experience who know how things work. When you part of a team, you get access to a broader database of knowledge, as well as the opportunity to work with others to improve."

The experience teams can offer across the board is one of the main benefits and Rob Boston, of Rob Boston Racing, explains: "It is the things you cannot put a monetary quantification on that end up being the most beneficial. There's the professional preparation and running, but also there is the wealth of experience gleaned from a team that makes the difference."



David Ellesley



Aidan Hills



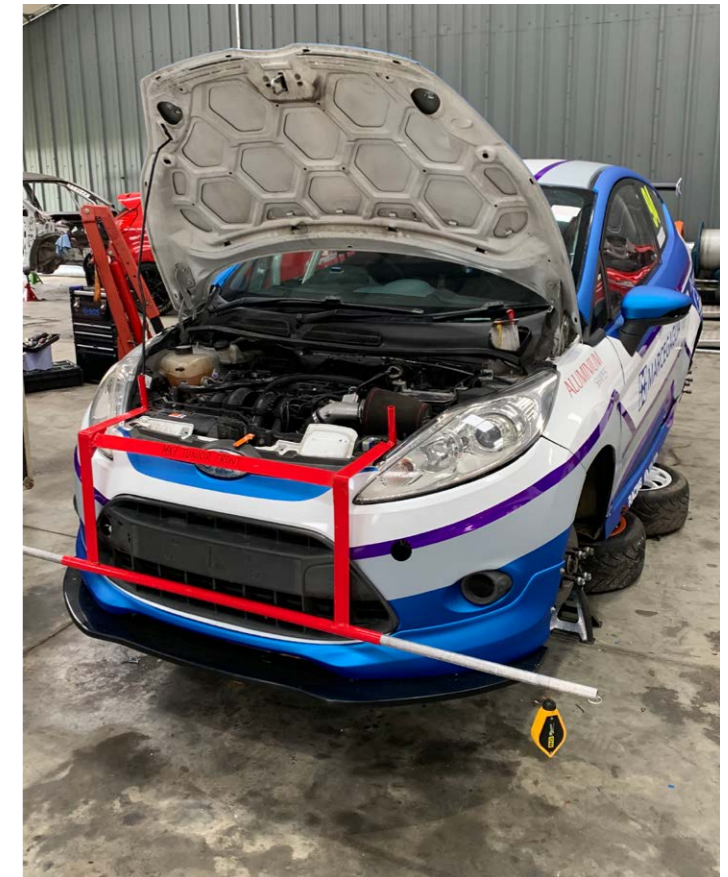
Ian Anderson



Nick Swift



A specialised knowledge of car setup can vastly improve reliability and lap times



Aidan Hills runs Hills Motorsport and points out that people who have the budget to go racing are often from other sectors or industries, and who do not have engineering experience, and just want to race. "That is where people like us come into it," he explains. "I am only 28, but I have been in car racing for 14 years now and we now have 11 cars under our awning."

Equally, the benefits of a team can be felt across the board, from title-chasers to first-timers. Ian Anderson, of Alpha7, runs cars in the Caterham Graduate Racing Club (CGRC) and says: "When people start out, they often cannot, or do not, want to buy £30,000 of car and equipment, so an arrive-and-drive team can offer that access on a monthly basis, and they can see how they get on before making a big financial outlay.

"Then, for people who want to commit, but maybe want to participate socially and are not too concerned about chasing silverware, being in a team gives them the support mechanism of car preparation, transport and running, but it also means you are not isolated in the paddock. There are other people around you and, certainly with us, there is strong camaraderie.

"Finally, if your ambition is to win races and be in with a chance of the championship, I believe that now, even at Club level, and certainly in the CGRC, you need the support

of a team. The technical ability on preparation and set-up, optimising and comparing data with other people in the team, is the only way you are going to run at the front."

Some support teams, such as Swiftune, really drill down into specifics and focus just on engine preparation and management. Nick Swift has been involved in the company since he was a boy, and the resurgence of racing in the Mini 7 Club has seen Swiftune runners swelling up to 22 at some meetings.

Different approaches

In this time-pressured era, even those who have the skills and ability to operate and run a car themselves are often turning to team support. Clearly, it costs more, but those that choose to do so cite the freeing up of their time, peace of mind, better performance and hassle-free logistics as the main reasons why they see it as a value for money investment.

Mostly though, it is the competitive element that drives people towards a joining team. That was the case when Boston specialised in Ginettas for five years and he recalls: "They were all very much team run, because they were quite full-on to look after and invariably, anybody that tried to come in as a privateer ended up with a team after a couple of weekends!"

Not all series are the same, of course, and many racers are very happy and quite capable of running a car themselves. However, Hills, who specialises in Mazda racing, says: "Around 60 to 70 per cent of the cars are now team run, and we have people who ran themselves before, so they know what they're doing, but a lot of the time the appeal is in the ease, the logistics and the storage."

"It is so much easier to just turn up with your overalls and crash helmet and go racing and not worry about anything else. A lot of people we are running are not necessarily really rich, so they cannot afford to spend loads of money on a team, but if they can get the money together, they will always say they would do it this way."

That does not mean you need to become fully hands-off, however, as many operations are happy to tailor their services to suit the customer. This can range from basic on-call support during a race weekend, to a fully owned-and-operated arrive-and-drive service. It is all down to what the individual wants, and, of course, what budget they have.

Hills Motorsport has a bit of a mix, and he adds: "We own seven cars – five Mazdas, one Ginetta GT5 and one Citroen C1 endurance car – and we have eight customer cars on our premises full time. Then there are three that store and transport the cars themselves. They do the usual checks at home, then bring their cars here the week before so we can do the setup."

In contrast, Anderson stipulates that anyone being run by Alpha7 has their car fully prepared by them, to maintain his company's reputation. "That is not casting aspersions on how other people prepare their cars," he explains. "It just means

we can look at things that are likely to go wrong and build in reliability, avoiding the problems that drivers might overlook.

"A lot of people do not actually want to get involved in mechanics, they want to turn up and concentrate on what they are doing as a driver. Obviously, there is a relationship in terms of getting feedback to understand what a driver is feeling and interpret that into setup, but in terms of the nuts and bolts, most of our drivers do not want to be in the garage."

Swift's involvement often comes even before the car has even been bought, as his wealth of experience attracts Mini newcomers seeking guidance. He explains: "Quite often, someone will buy a Mini on the Internet without really knowing what they are getting, and when they get on track they are at the back and need to spend a lot to fix the problems.

"In historic club motorsport, which is where we are involved, if you are racing for fun, you do not really need specialist preparation, but if you want to be competitive, you do. Historic motorsport is becoming uber-competitive and drawing in some very high-class drivers, so to be up front you really need to be on top of your game.

"Some competitors are pretty handy with a set of spanners themselves, and if they have the basic skills and can follow instructions, they can run a car themselves with a bit of guidance. Others will openly admit they do not know one end of the spanner from another, so they have no other option but to have their car looked after."

Ellesley acknowledges that there are benefits to both, and concludes: "When you are running a number of cars, inevitably your sole focus is not on just one single car.



Team camaraderie is a big part of why some people go racing

"It is all about knowing what to look for," says Ellesley. "For example, there is a stub axle that has fractured behind the wheel bearing on our cars five or six times in ten years, so we replace them regularly. You cannot check them unless you strip the bearing out, so you need to know about it. They say the devil is in the detail, and that is very true."

Having good facilities also makes a difference, and Boston's include in-house engineering for engine, differential and gearbox builds, plus a full-chassis dyno. The latter is an important part of reliability analysis, and he explains: "You can do all the preparations in the workshop, but by ticking it off on the dyno you eliminate the guess work at the track."

Ellesley's set-up is similar, and he adds: "When the machines are yours, you know about any idiosyncrasies it may have, but also, because it is right there on site, it saves a lot of time. Even if a dyno is 20 minutes down the road, you have to trailer the car up and take it there, whereas if it is on site, you can grab a spare hour and just put it on the dyno."

Prevention is better than cure, and when it comes to engines, Swift plays a careful balance between routine maintenance and rebuilds. It retunes the original BMC A Series engines to double their power and revs, so maintenance must be kept on top of. "We advise customers they can do 10-12 hours on track before a rebuild, or five to six for those who are harder on engines," he says. "This may sound like short intervals, but it is cheaper than catastrophic failures!"

The other key benefit comes with the logistics of managing parts and moving cars and all the equipment around. Hills says this is a large part of his team's workload, while Anderson says it can be the most challenging. "We move a lot of wheels," he says. "That is actually a massive part of the operation."



Your team's awning can be a sanctuary from the weather and other distractions in the paddock

However, if someone is running as an individual, they are working throughout the week on that single car and trying to make it faster – but to be successful, they need a lot of experience."

Preparation is key

In most teams, the benefit of expertise begins with the post-race inspection. That is where the nuggets of knowledge from experienced race engineers – particularly those that specialise in a particular marque – can pay dividends, identifying and checking problem parts and eliminating any issues before they occur.

"The experience of running multiple cars gives teams better knowledge of what is likely to fail," explains Anderson. "At the end of a race, we do a full inspection and write a report recommending what needs doing. If a car comes back from track and stays on the trailer until the week before the next race, something will invariably go wrong,"

Expert preparation benefits both reliability and performance, as teams that have run in the same series for years will have a wealth of data, far beyond that which is available to an individual. That can give teams the edge when it comes to setting up for specific tracks and different driver styles, and even at Club level that can make a difference.


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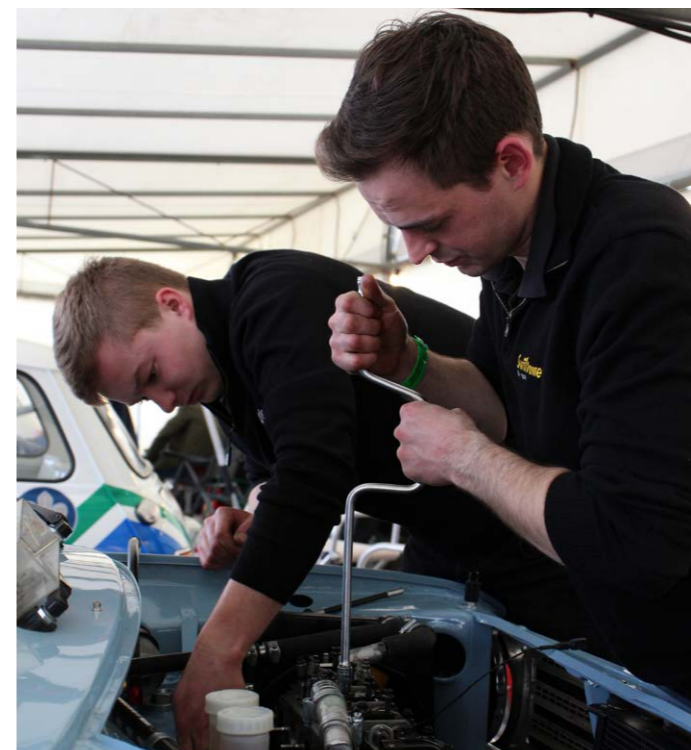
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Not all drivers want to work on their cars, so team support keeps the cars running



Performance matters

At a race meeting, being part of a team offers strength in depth. Typically, the crew will include an engineer assigned to each car, a second technician that is either dedicated or shared, as well as a shared data engineer and shared driving coach. Some even have the cars cleaned to look more professional.

When the cars are out on track, the ability for a team to take the drivers' feedback and act quickly on it is, again, down to depth of knowledge. That can have a real tangible effect on a driver's performance, even if it is simply down to having more time out on track because jobs in the pits can be carried out more quickly.

"There is a back catalogue of information and most of it is stored in my head," says Ellesley. "At the track, a mechanic might come over and say, 'it has just started to rain' or 'we are getting some understeer at turn three, what do you think?' and for most tracks, straight away I will be able to say 'try this, tweak that' and we can deal with that quickly."

It is also about speed through numbers, and Ellesley cites an example from Brands Hatch last year, where his drivers had chosen to go out and qualify on wet tyres on a drying track. "They all came in after a few laps and wanted dry tires," he recalls. "The team was there, and everything was pre-set, so it was bang, bang, bang, bang, on and away you go."

Swift's role on site is more about checking for reliability and he typically takes three or four of his engine builders to the larger race weekends for his Mini engine support programme. They carry out routine visual maintenance,

checking for compression cylinder leakages, valve tappets, and so on, but they also listen to driver feedback to identify any tell-tale issues.

"If someone mentions a misfire or that the engine is holding back, we take a look," he says. "A lot of people have extra engines, so can swap one out and take it away, but if they do not and something goes midway through, we do all we can to fix it – we have even taken engines back to our workshops and done all-nighters to get things running again."

Fast-response support is something Alpha7 has identified as a need, and Anderson now offers, effectively, a racing breakdown service for the entire field in the CGRC. "We do not want to beat competitors because they cannot repair their car," he explains. "So, we now provide a subscription service to help them, even if they are not under our awning."

"It originated from the days when technical support included in the CGRC package. That became prohibitively expensive, but it was a good concept so we came up with this model. We take a subscription because we need to put additional resource in place to support it, but if something goes wrong, we have someone there to look after them."

When it comes to driver performance, data analysis and driver coaching is one of the most important aspects a team can offer. That insight becomes more valuable when data is shared – even, as Boston explains, if some are not so keen to do so. "Most drivers are open with data," he says. "But even when they are not, we can still share the general insight."

>>>>



Lined up and ready to race – the ‘arrive and drive’ ethos appeals to many racers

Ellesley actually makes it a team rule for all his drivers to collaborate and adds: “We have one driver coach between six drivers and he normally works with them as a whole. They all sit down together as a group, look through data and see where the strengths and weaknesses are. That is something I insist on, certainly with the junior levels.”

And when cars and drivers are not on track, some teams can offer dedicated hospitality facilities with hot drinks, WiFi and live race streaming. Having a place to gather with the friends and family that come in support, says Anderson, is becoming “more and more expected at Club level” because of the personal investment involved.

“I actually think that is a part of encouraging people to continue to partake in motorsport,” he says. “I have seen an improvement in provision over the years and we ourselves have created separate hospitality suites that push things to a slightly higher level than perhaps has been seen before in Club racing. The feedback is that people really, really like it.”

Value for money

There is now a high demand for team services at many Club level race series, and aspiring front-runners can sometimes find it hard to secure the services of top teams, even if they have money to throw at them. The decision is not always financial, and Boston recalls: “In the heyday in Ginettas we had far more people asking to be in the team than we could service.

“We were selective because in 2017 we scaled up from four cars to six but it was too much. There is a working relationship in a team and that is important. We spend more time with the drivers than our own family during the season, so they have to be people we can work with. It is not just about money and performance; it is also about personality.”

Hills concurs, but says that even then, maintaining harmony can be a challenge. “We do not score team points so if one person wants to overtake another, they have every right to,” he says. “Inevitably, there will be contact, but I just try to drill into them that nobody is doing anything maliciously, and make sure they apologise. If they don’t, we have words.”

Every team operation has its own approach to costs and what their package includes. Sometimes different cars within a team are on different levels of service, but most team managers point out that given the other racing costs – including the car, entry fees, tyres, and so on – the additional money is well spent.

Boston explains: “In Club racing, the base costs may only be around £20,000, so the costs of using a team can be up to 50 per cent on top of that. At a higher level, like TCR for example, the base budget is getting on towards £200,000, and the team fees are around £35,000, so it is a smaller overall percentage.”

Hills agrees and says he keeps costs down by reducing elements such as hospitality, but points out: “The work teams do on the car will usually be more comprehensive than an individual would do themselves, so they are getting more. There are a variety of teams for everyone up and down the grid, but to be more competitive, you tend to have to pay more money.”

Teams that offer arrive-and-drive packages can be particularly beneficial for those who do not want to commit, and Anderson explains: “If someone wants to try out a series, it avoids all the capital outlay. Over a three-year period, it probably costs about the same to sign up to a full package as it would to go and buy the car, trailer, kit and take all the risk.

“A lot of people who go motor racing also tend to value their time at a premium, so when you look at cost, the true cost-benefit is in not having to do the car prep and freeing up



A win for the team gives everyone a lift

another 10 days a month to be with the family or have that extra holiday. Most teams will try to tailor the level of service, and therefore the costs, specifically to each individual.”

Swift believes people often underestimate how much they will have to spend as their desire to go further often takes over. To manage expectations, he will ask every potential customer for their start-off budget and whether they want to just have fun or to be competitive. “If they want to be competitive,” he says. “I usually suggest that they double their budget.”

“We try to avoid people spending more than they need, but ultimately engines and gearboxes are intricate and expensive things and we always advise people to not fall in to the trap of ‘buy cheap buy twice’ and to invest wisely as it will pay you back in fun miles on track!”

“From a business perspective, it is all about time. If you charged for every hour you spend on the car, the bills would be off the clock and nobody would hire you! It is always a compromise because often, when you start taking things apart, you find more things to do and as a competitive racer, it is hard to know when to stop!”

Teams are all looking to win, so it is inevitable they will sometimes spend a little more to seek that extra edge – but Ellesley adds: “There is a balance to be struck. Just because you spend the most does not mean you will be the most successful, but equally you have to spend a certain level to match the performance of the others.”

Building a team

Many teams are created by competitive racers as a natural product of success, as was the case for Swift, Boston, Anderson, Hills and Ellesley. Most initially took on the work to subsidise their own racing before turning into full-blown businesses, while Hills even convinced his dad to close the family business and switch to his racing operation when things took off.

“My dad bought and sold cars and he had a workshop, so he and I built my first Rallycross car in there when I was just 15,” he recalls. “We could only afford to race by doing the work ourselves and it was never a goal to run a race team, but when I was 23, I was working for him selling cars and I hated it, so I suggested we start something on the side.

“We built a hire car for the Mazda Super Cup, and I ended up speaking to someone who wanted to race, then another person approached us to run their car, and another asked if we had a hire car! That is how it started, dad moved over to this business and we now have 24 or 26 race weekends this year, so it is very busy.”

Meanwhile, Ellesley had aspirations of making a living as a racing driver, but while he had plenty of success on the track, he soon spotted that it was the skills and knowledge of set-up that he had gained from his car mechanic father, and his engineering education, which was giving him the edge, so decided to make that side of the industry his job instead.

“People would come over to me and ask about my tyre pressures and set-up,” he recalls. “At first, I told them because that is the friendly thing to do, but then I thought ‘hang on a minute, there might be an edge to make a living here’ and so I built it up and decided to focus on junior racing.

“As a business, it works well because we tend to have young, hungry drivers who want to get on and try and make a career in the sport – which is wonderful to support – and that is traditionally backed by families who have made money across the course of their life and are happy to spend it on their friends and family to go racing.

“You never know what will happen and a while ago, we had a rookie called Joseph Loake come to us having done just one day of driving in his local car park. I did his ARDS license, he won in his second year, and he went on to win last year’s Aston Martin Autosport BRDC Award – so he is now going to get to test an F1 car! It just goes to show that it can happen.”

Boston got into motorsport through karting with his dad, and graduated to racing when he won the Renault Clio Cup scholarship. He went on to race in Mazda MX5s and started the business “kind of accidentally” in a similar way. “People asked me to do for them what I was doing for myself, so we built a couple of cars, prepped a few more, and started the team.”

He continued to run it part-time, using the earnings to support his own racing, but as they won more races and titles in a Lotus Elise, and then a Ginetta G55 in the GT4 Super Cup, more and more potential customers came knocking and he says: “I eventually stopped racing myself in any serious fashion because I wanted to be 100 per cent customer focused.”

Hills still races against his customers – and regularly beats them – but he says that this only motivates them more. “Success is normally down to experience at our level,” he explains. “A lot of the drivers in the team do not necessarily expect to beat me, not because it is my team, but because of my experience compared to them.”

“We have a lot of youngsters out of karting – out of the 11 drivers, just two are over 30 – and our more experienced drivers tend to come out on top, so the ones further down really want to beat them. You have to earn your stripes, and it is my job is to coach them, so when I am out on track, I can coach them a lot better because I have my live data to share.”

Anderson races less now, but he still gets a buzz – albeit a different type of buzz – from his team’s success, adding: “It might sound a bit cliché, but I get as much satisfaction from

one of our cars taking pole and a win, or from a driver saying they have had one of the best weekends of their lives, as I did for pretty much anything I have done myself.”

Ultimately, that is what race team management is all about. Whether a driver wants to win or just have hassle-free fun, the same tools deliver, whatever the level, as Boston concludes: “We run in Club events and in Touring Car support races, and although they are all different cars, you need the same ingredients to do well in any of them.”



Team hospitality is becoming a regular sight in many Championship paddocks

Go Racing – with the Motorsport UK Racing Starter Pack

Acquiring a Motorsport UK Go Racing pack is your first step in obtaining a Motorsport UK Racing Licence!

The sustainably packaged Go Racing pack from Motorsport UK, contains everything you need to get started in circuit racing educational films, a digital copy of the Motorsport UK Rules and Regulations Yearbook, and an explanatory booklet that explaining what you need to know to embark on securing your Motorsport UK Racing Licence and getting out on track.

Inside the pack is:

- A booklet introducing you to the world of racing and outlining the next steps to obtaining your first competition Licence
- Links and QR codes to your digital yearbook and educational films
- Your competition Licence application form
- An exclusive Race Driver keyring

Upon receiving your Go Racing pack, you will need to separately book your Novice Driver Training Course (ARDS test) practical advance driving skills session. There are 13 accredited member schools of the British Association of Racing Driver Schools (ARDS). When you have passed you will be able to apply to Motorsport UK for your Race Club licence.

The Starter Pack fee includes the cost of your first year’s Motorsport UK racing licence. After receiving your competition licence and becoming a member of the governing body, you will also be able to take advantage of Motorsport UK’s Member Benefit Scheme with exclusive discounts and offers from major retailers and automotive partners.



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Inspire the country for National Motorsport Week

Campaign launched to celebrate Britain's pre-eminent international motorsport reputation and encourage more participation

Motorsport UK is delighted to launch National Motorsport Week, a campaign designed to shine a light on one of the UK's foremost sporting capabilities and celebrate the sport and all the roles it offers. Clubs and community members will be encouraged to celebrate the week with a network of 676 motor clubs hosting events throughout the UK – from the Caithness Motor Club in Thurso to the Jersey Motorcycle and Light Car Club in Les Carrières du Bouley in the Channel Islands.

Highlighting the 13 categories of competition, and multiple individual disciplines that are open to competitors from the age of six upwards, Motorsport UK is launching a new website to bring together all the pathways available to inform and help new starters to 'give motorsport a go'. And to reduce the friction points for beginners joining the sport, Motorsport UK continues to offer free membership and licensing for many grassroots categories of competition, including AutoSOLOs, Production Car Autotests and Trials.



Visit the dedicated Motorsport Week website to learn more...



Autotest



Hillclimbing

James Roberts

The campaign starts on 11 July, following the British Grand Prix, with the famous Goodwood Festival of Speed and across the following days that concludes with the final event of the FIA Formula E season, the London E-Prix, on 21 July. No less than 100 Motorsport UK-sanctioned events will take place during the period. These range from entry-level karting events to sports car racing with the British GT Championship at Snetterton to forest rallying with the Nicky Grist Stages in Built Wells. Every event will be a muster point to inspire spectators to swap seats in the grandstands for a seat behind the wheel.

For those with an interest in the sport but not disposed to competing, National Motorsport Week will also be signposting a wide variety of other ways to get involved in motorsport.

These opportunities range from participating in engineering education for school-age and undergraduate students through schemes like Formula Schools and Formula Student to the opportunities to be on the front-line of club and international events as an all-important volunteer marshal.

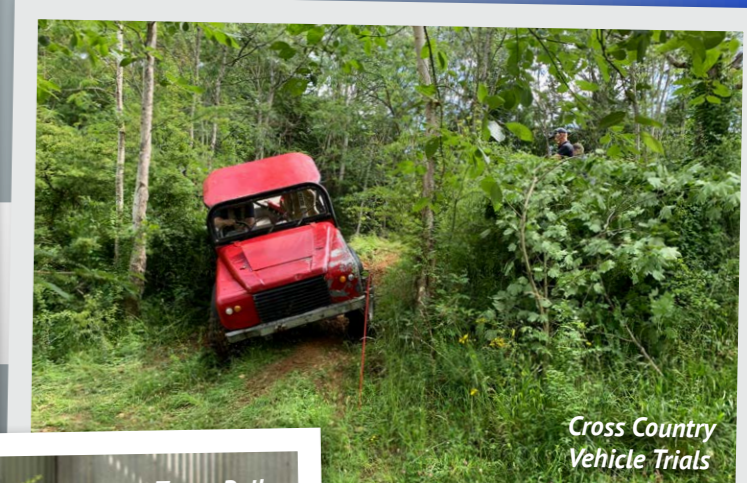
Driving uptake of motorsport participation through a focused period of immersion, information and inspiration is the key to keeping the UK at the forefront of international competition as well as sustaining a powerhouse technology and engineering industry that supports more than 40,000 highly-skilled jobs and a net annual contribution of £9 billion to the national economy.

For a full list of events taking place during National Motorsport Week, see www.motorsportweek.org



Autocross

Paul Morris Photography



Cross Country Vehicle Trials



Targa Rally

M and H Photography

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WINNER



Girls On Track UK

LATEST NEWS

OMNIA MEDIA

OUTSTANDING ACHIEVEMENT AWARDS



Jenny Fletcher, Girls on Track UK Programme Manager, at Motorsport UK receives the Contribution of Education in Women's Sports Award in London

Girls on Track celebrates win at Everything in Sports Awards

Girls on Track UK, a joint initiative between the FIA and Motorsport UK, scooped the prize for its Contribution of Education in Women's Sports at the London-based Everything in Sports Awards.

Everything in sport seeks to champion the evolution of women's sports through a series of global conferences, with the 2024 focus on 'sport for social change'. The 'Contribution of Education in Women's Sports' category is awarded for significant contributions to promoting women's sports and educating people of all genders about the exciting and diverse world of women's sports.

Founded in 2019, 'Girls on Track' joined forces with Susie Wolff's 'Dare to be Different' initiative, to promote opportunities for girls and women in motorsport.

The programme offers both a range of schools-based days for 8-18-year-olds exploring STEM career paths and has a

wider 'Girls on Track' community event programme (+14 year-olds), providing opportunities for networking and exchange.

Jenny Fletcher, Girls on Track UK Programme Manager, at Motorsport UK, was delighted to accept the award, saying, "Our 'Girls on Track' programme continues to go from strength to strength, and we are thrilled to receive the award for 'Contribution of Education in Women's Sports', as our community continues to grow and retains their passion for motorsport."

Jessica Runicles, Head of Sustainability, Motorsport UK, added, "Education and diversification of motorsport remains one of our challenges, as we look to engage with communities that might not previously have considered giving it a go. 'Girls on Track' is a prime example of the power of education and community spearheading accessibility for women's sports and showcases the importance of these initiatives for the future of motorsport."

The future of historic motorsport

A 'call for evidence' has been launched on how to future-proof classic cars and back drivers. This is an opportunity for the classic motorsport community to have its say on potential changes to registering historic, classic, rebuilt, and electrically converted vehicles.

The call for evidence from the Driver and Vehicle Licensing Agency (DVLA) asks drivers, classic car enthusiasts, and the wider industry (including

motorsport) to share their proposals to help historic vehicles into the 21st century. The classic car industry employs around 113,000 skilled people and is worth £18 billion a year, so the aim of the call for evidence is to help support jobs in the heritage car industry and classic motorsport.

Since the 1980s, policies on how classic cars are registered after being restored and upgraded have largely remained the same, and do

not account for improving historic vehicles with modern technology. This call for evidence closes on 4th July 2024 - have your say [HERE](#)



If you would like to shape the future of motorsport in the UK, now is your chance.

A range of Discipline and Cross-Discipline Committees represent the various branches of the sport, tasked with the developing strategic and tactical initiatives to inform the Council and the Board with plans for the development and future of motorsport.

The Committees are supported by the Executive team at Motorsport UK, who are jointly responsible, along with the Chair of the Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees.

These Committee roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings. These are held up to three times per year. Meetings in person are held at the offices of Motorsport UK in Bicester and through the year will be a mix of in person, hybrid and online only. Appointments are for up to three years, with new members initially serving a probationary term.

Applications are sought for the following Committees, Expert and Advisory Groups:

Discipline Committees

Autotest Discipline Committee
Cross Country Discipline Committee
Esports Discipline Committee
Historic Discipline Committee
Kart Discipline Committee
Race Discipline Committee
Rallies Discipline Committee
Speed Events Discipline Committee
Trials Discipline Committee

Sub-committees

Autocross & Rallycross Sub Committee
Dragster Sub Committee
Medical Expert Group
Sprint & Hill Climbs Sub Committee
Kart Technical Sub Committee
Young Officials Sub Committee

EDI

Equality, Diversity & Inclusion Advisory Committee
Disability & Accessibility Expert Committee
LGBTQ+ Expert Committee
Racial Diversity Expert Committee
Women in Motorsport Expert Committee
Sustainability Advisory Committee

Cross-discipline Committees

Judicial Committee
Medical Committee
Regional Committee
Safety Committee
Technical Committee
Timekeeping Committee
Volunteers & Officials Committee

Working Groups

Clerks & Stewards Working Group
Marshals Working Group
Scrutineers Working Group
Rescue & Recovery Working Group
Training Working Group

Beyond the road: The importance of course car insurance

Course Cars play a crucial role in maintaining safety at motorsport competitions and racing events across the UK. However, these vehicles are exposed to unique risks during competitions that typically exceed exposures encountered on public roads. To provide protection against possible vehicle damage to course cars on track, infrastructure, and other equipment, it is important to consider the benefits offered by additional insurance coverage.

The need for additional insurance

With supply chains currently strained and inflation remaining elevated, replacing and repairing vehicles can be costly – highlighting the importance of a robust insurance policy. Course Cars, including safety vehicles, Recovery vehicles, Ambulances, and service vehicles, operate in high-speed environments – often in close proximity to each other, other vehicles, and potential hazards. While Course Cars may have insurance policies secured for driving on public roads, insurers usually exclude motorsport activity – leaving potential gaps in coverage.

Requirements for racing

Racing organisations and clubs typically require additional insurance coverage for Course Cars to protect against the unique risks, liabilities, and financial burdens of damage associated with high-speed racing events. Such coverage may include provisions for track-related accidents, damage caused by racing incidents, and protection for specialist equipment used during competitions.

Specialised, tailored coverage

Insurance providers specialising in motorsport coverage can offer tailored policies for course car use at racing competitions in the form of either group or individual policies. Industry experts understand the specific risks involved and can customise coverage to address the unique needs of vehicle owners and operators.

To secure suitable coverage, racing organisations and course car drivers should work closely with insurance professionals to identify the most appropriate specialised policies to ensure they are adequately protected on track.

For further information and discussion on motorsport insurance, reach out to your Marsh Sport adviser.
www.marshsport.co.uk/motorsportuk

How to apply?

If you have relevant experience of the specialist discipline areas, and feel you can make a significant contribution, we welcome your application. All we need is a covering letter on how you can contribute to the Committee with your CV which should outline your relevant areas of specialist expertise.

Applications should be emailed to committeeinterest@motorsportuk.org by Monday 12th August 2024.



Get started in sim racing

Take the wheel in your first Motorsport UK Esports Championship



Motorsport UK has launched its first Championship aimed at new, or less experienced drivers, using cars and tracks included within the standard iRacing membership.

This championship takes in two iconic UK circuits, plus three global circuits, all of which are included in the standard iRacing membership. This means drivers will not be required to pay anything extra for content to enter this championship.

There are two classes in this Sports Car Cup which uses with the Mazda MX-5 Cup car alongside the Toyota GR86 Cup car. Both car classes are treated separately in terms of points allocation. Each driver is free to choose either car.

The final round of the championship will be broadcast LIVE on RaceSpot TV and Motorsport UK TV.

Event Timetable

Racing takes place on Tuesday evenings and runs to the following schedule.

■ Practice:	6:30pm BST
■ Qualifying:	7:00pm BST - (Lone Qualifying, 3 Laps, 10 Minutes)
■ Race 1:	7:15pm - 7:35pm BST
■ Warmup:	7:50pm - 7:55pm BST
■ Race 2:	8:00pm - 8:20pm BST The grid for Race 2 is the Top 10 finishing positions from Race 1 reversed.

The championship will rely heavily on iRacing's inbuilt automated stewarding system however, as with most Motorsport UK community events, we will have a post-race stewarding process. All incidents must be reported by a driver no later than 30 minutes after the Race 2. To have an incident reviewed, you must submit any protests through the protest form here form online, and the stewards will review it and confirm the outcome during or after the race in the Discord server. Each driver has a maximum of two protests available for each race.

The racing will be run to the following Event Rules

- Standing Starts
- Fast Repairs: 1 per race
- Fixed setups
- Minimum Licence: Class D 2.0
- Maximum iRating ever achieved 2,000
- Drive Through Penalty after 15x incident points, and then every 10x thereafter
- Strict qualifying in-game scrutineering
- No tyre usage restrictions

One dropped round permitted, your best four round scores will count to your championship points. As this championship is designed for new drivers there will be No Rain. The weather will be set to realistic but with the chance of rain set to zero per cent. Track state will be set to 'Generate' and Track Marbles to 'Carry over'.

All drivers are allowed to use their own liveries for each race, this can be done through Trading Paints. All drivers must have permission (to be produced upon request) for any logo that is displayed on their car. All liveries used must adhere to the latest iRacing Paint Policy and any politically charged or potentially offensive material on a custom livery will see the team banned from the race.

Essentials

- All drivers must be 16 years old or over
- This championship is for drivers who have never reached 2,000 iRating at any point (on any account)
- All drivers must hold a paid Motorsport UK Esports Membership (£24.99 for 12 months)
- There is no additional entry fee for this event

Once registered, drivers will be allocated a Discord role for this championship – where all information will be communicated.

Prizes

Win a pair of F33L SR2 gloves

There are x10 pairs of the SR2 Gloves up for grabs across the championship.

One pair of gloves will be awarded to a driver in each class selected at random out of all the drivers who finish both races of that round. Drivers must be classed as 'Running' by iRacing in the final results to be counted as finishing a race.

If you are a lucky winner, then you are then ineligible to win another pair at a later Round.

F33L is the official Prize Partner of the Championship. www.f33l.gg



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



A formula for growth

For 2024, Formula Student has seen a growth of entries and particularly from new teams – up to 25 in 2024 from 20 last year.

The organisation has also secured sustainable fuels (95 Ron E10 and E85) for all the internal combustion engine teams. Last year, a third of the teams took up the opportunity to use sustainable fuels, but this year all of them will. This has been delivered with support from Motorsport UK, which is funding this as part of its sustainability strategy, and Coryton Fuels, which is providing the fuels and services on site.

Formula Student project manager Naomi Rolfe added, "We have a responsibility, as a motorsport competition, to show that motorsport and sustainability can go hand-in-hand, and that doesn't just end with the fuel type. That is also about what we are using on site, how are people arriving, how are they getting about, the carbon footprint of our volunteers, materials used on site."



Formula Student / Thomastupson-Dannell

Fuelling the debate to Net Zero

Passionate discussion about the future of fuel and the road to net zero took place within the prestigious Royal Academy of Arts in central London last month, as part of this year's Concours on Savile Row. Three currently available propulsion technologies were outlined for their potential to power vehicles in a net-zero world: BEVs, hydrogen and synthetic fuels. Each of the three has its merits, but the discussion quickly endeavoured to discuss the viability and role of each. The panel featured Motorsport journalist Simon Taylor, David Lillywhite, editorial director of Magneto magazine, Guy Lachlan, Executive Director of the Historic and Classic Vehicles Alliance, Patrick Fairfield, Head of Commercial at Lunaz Applied Technologies, Finn Casey, Cranfield university powertrain expert, Simon Sutcliffe, Customs and Excise Duty Partner at leading tax and business advisory firm Blick Rothenberg, and William Medcalf, founder of Vintage Bentley Ltd.



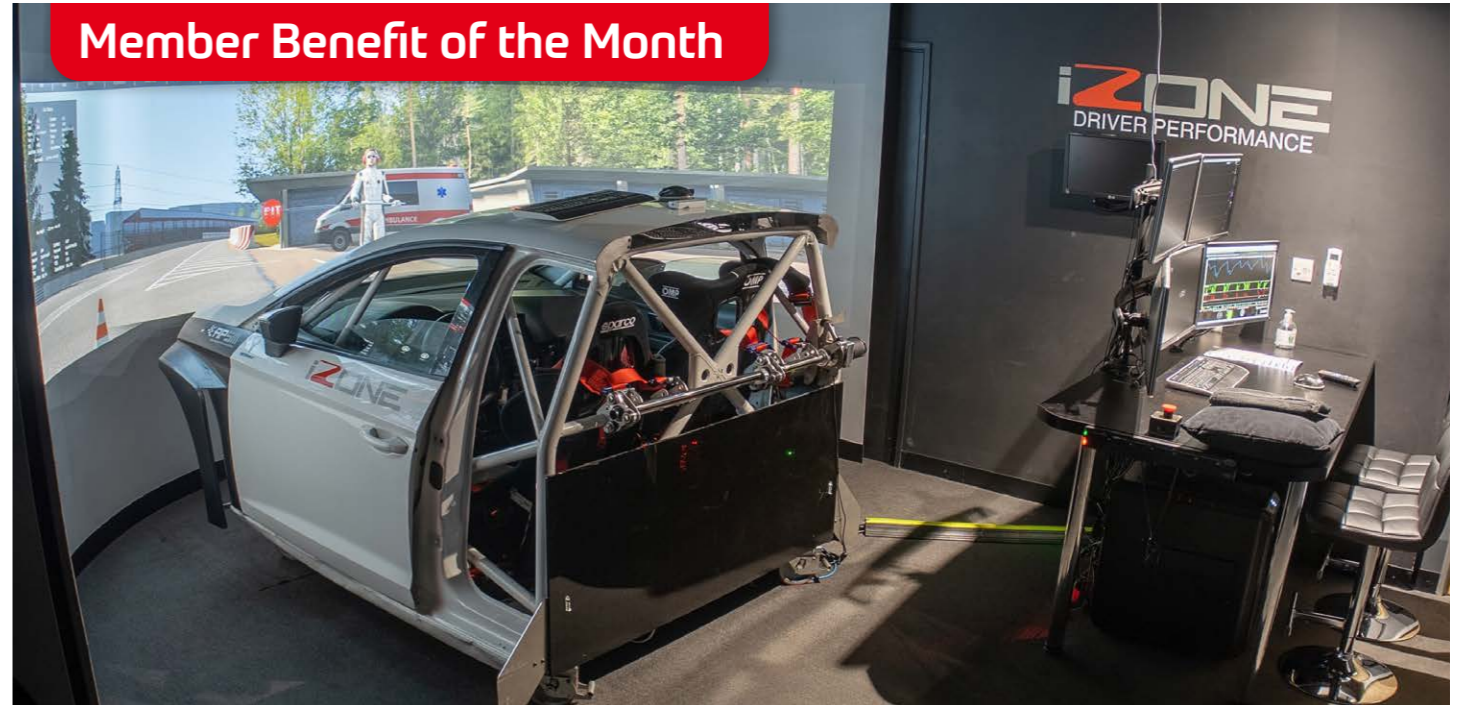
Matt Howell

Revival confirms fuelling first

From 2024, the Goodwood Revival will race exclusively on sustainable fuel. Competitors will be required to use fuel with a minimum of 70 per cent sustainable components – a major step on the path to ensuring the future of historic motorsport.



Member Benefit of the Month



Try an iZone Pressure Day for free

Every Tuesday iZone runs a Group Pressure Day for up to 20 drivers.

These events are supervised by our in-house Performance Psychologist and are designed to expose drivers to the stress of competition in an environment where they can learn from their mistakes.

Each day involves drivers being split into five teams. After morning practice on the iZone simulators, they compete head-to-head in qualifying and race situations in up to six different car / track combinations, from single seaters and GT's, through to Touring Cars.

To see the next Pressure Day date, and to book your place (subject to availability) see www.izoneperformance.com



Brooklands to Le Mans – 100 years on

In early June, the centenary celebrations of the 1924 Le Mans winning Bentley 3-Litre Sport began with a send-off from Brooklands, taking to the open road, recreating the same journey made by John Duff 100 years ago.

Powered by 100 per cent fossil-free synthetic P1 Fuel for her journey, driven by Vintage Bentley founder William

Medcalf, and supported by the Automobile Club de L'Ouest, the Bentley was greeted by cheering groups of enthusiasts along the 600km journey.

As the sun set, the Bentley arrived at the Circuit des 24 Heures du Mans ready to continue her official centenary celebrations.





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The Intercooler team and the record-setting Porsche Taycan EV

Taycan takes electrifying lead at Shelsley Walsh opener

It is even easier for electric vehicles to compete in grass roots motorsport across the UK, with top hillclimb venue Shelsley Walsh leading the charge through the introduction of an electric vehicle class.

Electric cars are ideally suited for hill climbs and sprints. The battery weight is below floor height, providing a low centre of gravity, maximum torque is available from zero speed and there are no gears involved to drive from a standing start to over 100mph.

The team behind digital motorsport publication The Intercooler were keen to try out this discipline, with co-founder Dan Prosser at the wheel.

With benchmark lap times on race circuits around the globe, the all-electric Porsche Taycan has quickly made a name for itself on track – as well as on the street as a standard-setter among electric road cars. Now, the Taycan can add records in hill climbs to this roll of honour. In the hands of journalist Prosser, the Taycan Turbo S Sport Turismo set the fastest times in both the Series Production Electric Vehicle and Estate Car classes at Shelsley, with the 762 PS Taycan recording a time of 31.43 seconds over the challenging 0.57-mile course.

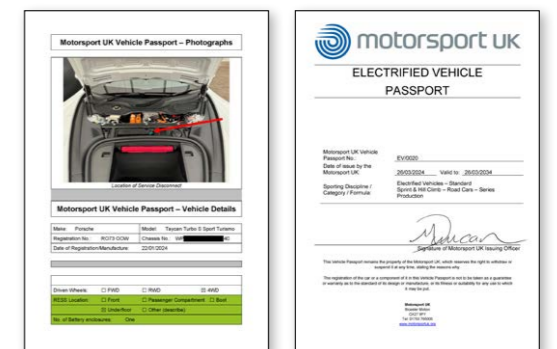
The runs took place at the course's Season Opener, the first competitive event held at Shelsley Walsh in April, with the venue having recently introduced a recovery vehicle with specially trained experts to accommodate the electric vehicles. Prosser was permitted just two official timed runs in which to set his record. These followed a total of eight practice runs – a total track time of a little over four minutes. The new feat breaks the previous estate car record of 32.41 seconds, achieved with an Audi RS 6 Performance in 2016, and sets an all-new record at the venue for production electric vehicles.

"Motorsport UK has worked hard in recent years to make various forms of motor racing accessible to EVs", noted Prosser. "Battery-powered cars can be ideal for short-form motorsport formats like Sprints, AutoSOLOs, Rallycross and, of course, Hillclimbs.

"As well as supporting electric car owners who want to compete, Motorsport UK is also equipping event organisers with the knowledge they need to accept entries from EV owners. And the reassurance, too – no, you don't need to provide charging points, and yes, your existing fire safety protocols will be adequate. Electrified cars do still require considered planning, support for which is available to both organisers, and Rescue & Recovery Units, in collaboration with the British Motorsport Trust.

"To enter a battery-powered car in a speed event, you first need to acquire an EV Passport from Motorsport UK. It's a document that lives with the car and tells the Rescue Unit crews and Scrutineers everything they need to know about it, like where the service disconnect is located."

Motorsport UK's Technical Director, Ian Smith added, "We are not trying to electrify motorsport in this country, instead, we are making motorsport more accessible to those who want to compete in electrified vehicles."



The EV passport issued by Motorsport UK



Hills and thrills at Wiscombe Park

Wiscombe Park hosted the Vintage Sports-Car Club (VSCC) last month, with club members going on to break four records around a bluebell-lined course.



Theo Hunt won Fastest Time of the Day in a Nash TT Replica

Starting early in the day Nigel Dowding in a Riley Brooklands broke the longstanding Class 2 record, which had previously been held since 1999. Jon Giles took Fastest Vintage, breaking the Class 13 record, and the HWM Stovebolt Special ably piloted by Simon Taylor appeared to be something of a crowd favourite – even more so after breaking the Class 18 record for Pre-61 Sports / Racing Cars.

Theo Hunt took the much sought after Fastest Time of the Day accolade in the Nash TT Replica, winning the non-Vintage Class record along with it.

Wiscombe Hill is the opening Hill Climb in the VSCC Speed Season, with visits to Harewood Hill and Shelsley Walsh to follow.

Photos: Nigel Cole



Ben Cussons, Chairman at the Royal Automobile Club, has written to members to confirm that His Majesty The King has graciously accepted the Patronage of the Royal Automobile Club. Royal support for the Club dates back to 1907, when the 'Royal' title was granted by His Majesty King Edward VII, and Her Majesty Queen Elizabeth II was the Club's Patron throughout her reign.

Motorsport UK and Nottingham Trent University announce fully-funded PhD programme for Motorsport talent development

Motorsport UK is pleased to announce a partnership with Nottingham Trent University and the Talented Athlete Scholarship Scheme (TASS) to offer a fully-funded PhD position, focusing on talent development across motorsport and other sports.

The researcher will work closely with Motorsport UK's Academy Team, in addition to the 'F1 Academy Discover your Drive' programme, to explore talent development across a range of environments, including what it takes to be an elite athlete, and how best to support and develop these candidates.

Katie Baldwin, Head of Competitor Development at Motorsport UK said, "Understanding the pivotal role that sports science plays on athlete development is fundamental for our coaching programmes. Working alongside Nottingham Trent University and TASS will enable us to knowledge share and ultimately 'road test' what works to create healthy talent development. This bulk of existing research, is on male athletes, so this programme will enable us to better understand the requirements

of female athletes for our 'F1 Academy Discover your Drive' initiative."

Nathan Cobb, Senior Lecturer, Performance Analysis, Nottingham Trent University, added, "Having the opportunity to offer a programme with Motorsport UK opens up the opportunity to undertake a longitudinal study of drivers within the Motorsport UK Academy system, in addition to exploring how the coaching experience differs for females. Through the programme we will be able to look at factors such as performance analysis, skill acquisition and developing young athletes in greater detail, which can only benefit be of benefit to young athletes already in motorsport and those who are considering this pathway."

Hugh Chambers, CEO at Motorsport UK, noted, "We are fully aware of the importance of data analysis and the sports science required to ensure that our athletes continue to develop to become the best on track. Having the opportunity to offer a fully-funded PhD, backed by the knowledge-base that Nottingham Trent University and their TASS programme offers, highlights the importance

of deepening our learning around motorsport to attract future talent into our pathway programmes."

TASS is an athlete support programme enabling talented athletes to progress up the talent / performance pathway. Backed by Sport England, the TASS partnership brings together education institutions, sports and expert practitioners to support athletes across the UK. Guy Taylor, Director, TASS, confirmed, "We are really pleased to be working with Motorsport UK and one of our long-term delivery sites, Nottingham Trent University. We are looking forward to taking the learnings from this PhD and applying them across the wider talent pathway to help the development of female athletes across a number of sports."

Interested applicants can find out more [HERE](#)



Schools' Out at Thruxton

Kwik Fit – title sponsor for the British Touring Car Championship, hosted a 'Kids in Motorsport' event at Thruxton Race Circuit ahead of the Championship weekend held there earlier this month.

Sixty-five 9-to-11-year-old boys and girls arrived at the track eager to take on a host of fun yet challenging activities, designed to showcase the potential of what a future career in the world of motorsport could look like.



The children were all from local primary schools – Kimpton, Thruxton & Fyfield CE Primary, Appleshaw St Peter's CE Primary, and Vigo School in Andover, tried various tasks specially designed to develop their STEM skills, as well as giving them a unique behind-the-scenes look at the British Touring Car Championship (BTCC) event.

The day began with a lesson in life-saving resuscitation with the BTCC paramedics including performing CPR and how to use a defibrillator. The children then got an insight into motorsport media techniques with ITV's Louise Goodman, who showed them how to present to camera – followed by a close-up tour of the BTCC race cars with Evans Halshaw Power Maxed Racing and Laser Tools Racing with MB Motorsport.

The children also worked with Enovation Consulting to build, code and race LEGO model cars. Then to round off an already action-packed day, they were treated to a turn in the Air Ambulance simulator – which is used to train pilots in this invaluable service.



GT3 Success for Charlie Fagg

The new Aston Martin Vantage GT3 recorded its first international triumph – with Motorsport UK Academy graduate Charlie Fagg at the wheel alongside Japanese driver Tomonobu Fujii. The Aston Martin Partner team D'station Racing took GT300 Class victory in the AUTOBACS SUPER GT Series at Suzuka earlier this month.



Fathers' Day Gift Guide

Here are *Revolution's* top picks for treating Dad (or yourself) this Father's Day



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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 on 15th May 2024

David Munro (Chair), Nicky Moffitt, John Hopwood
Case No: J2024-7

Disciplinary Panel

Rudolph Turecek – Licence Number: 382360

Jamie Champkin appeared on behalf of Motorsport UK.
Rudolph Turecek appeared in person and was not represented.

1. 1. The Court has considered the disciplinary proceedings against Rudolph Turecek who has been summonsed for breach of NCR:
 - C.1.1.3
 - C.1.1.4
 - K.10.1
2. The case involves a crash helmet used by Mr Turecek's son who competed in the 2024 British O Plate Kart meeting at Whilton Mill on 30th March 2024.
3. This helmet had previously been seized at Buckmore Park on 7th October 2023 and had been found not comply with NCR K.10.1 in that it was heat damaged and therefore unfit for motorsport use.
4. Following an on-track incident at Whilton Mill on 30th March 2024, the helmet was seized again and was found not to comply with K.10.1.

5. Mr Turecek was fined £100, and the helmet was ordered to be destroyed.
6. Mr Turecek's explanation was that the use of the helmet was an honest mistake. It had been replaced on 7th October 2023 and the new helmet should have been used on 30th March 2024. It had been picked up in error.
7. The Court accepts his explanation and dismisses the allegations brought for breach of C.1.1.3 and K.10.1.
8. He has already been dealt with for breaching K.10.1 on 30th March 2024.
9. For the breach of NCR C.1.1.4 he is to be fined £250 and ordered to pay £250 towards costs.

David Munro, Chair
15th May 2024

Sitting on 15th May 2024

David Munro (Chair), Nicky Moffitt, John Hopwood
Case No: J2024-8

Disciplinary Panel

Eian Pritchard – Licence Number: 41246

Jamie Champkin appeared on behalf of Motorsport UK.
Eian Pritchard did not appear and was not represented.

1. 1. Motorsport UK has brought disciplinary proceedings against Eian Pritchard, a Motorsport UK Licence holder who had attended the West Cork Rally as a spectator together with his brother Kevin Pritchard and a friend, Howard Davies.
2. An incident occurred during the second running of the stage in Ring Village on 16th March 2024.
3. As a result of what occurred the matter was referred to Motorsport UK by Motorsport Ireland.
4. Eian Pritchard was then summonsed to appear before the National Court for breach of NCR C.1.1.4 and C.1.1.9.
5. The Court is satisfied to the appropriate standard that Eian Pritchard participated in an incident which was prejudicial to the interests of motorsport generally and that he was involved in assaulting two Marshals, Ger Conroy and Sean Keown.
6. The essential facts appear to be that Mr Pritchard had been allowed to park his Toyota SUV in the driveway of Barry's Bar in Ring Village. Access to the driveway was from a length of highway which was being used as an escape road while the stage was live.
7. He was made aware of this and said that he would not be leaving until the stage was closed at the end of the second running.
8. At some point he changed his mind and, together with his brother and Mr Davies, returned to the car with the obvious intention of reversing it out of the driveway and onto the escape road. Indeed, Mr Davies lifted a length of red and white tape to allow the vehicle to be reversed.
9. The photographic evidence before the court plainly shows that the vehicle had been reversed a short distance.

10. Unsurprisingly the two Marshals who were monitoring the escape road became involved when they saw what was happening.
11. Before the vehicle was actually moved, one of the Marshals, Ger Conroy, had spoken to Mr Pritchard and explained that he could not reverse into the escape road and that the car should remain parked.
12. He was ignored, so he stood behind the Vehicle and on two occasions banged his hands on the rear window.
13. Mr Pritchard got out of the driver's seat and pushed Mr Conroy away. Threats and obscenities were shouted at Mr Conroy.
14. The second Marshal, Sean Keown, became involved when Mr Pritchard returned to the car and started to get back into the driver's seat. Mr Keown was attempting to prevent this from occurring when he was assaulted by Kevin Pritchard and Eian Pritchard.
15. Mr Conroy sought to intervene and was punched and grabbed to the face.
16. This was an unpleasant and wholly avoidable incident. It has the appearance of joint enterprise by the Pritchard brothers.
17. The Court is satisfied that Eian Pritchard was involved in this fracas and therefore imposes a fine of £1,000.
18. The Court further orders that his Competition Licence is suspended until 31st December 2024 with a further suspension period of 12 months from that date, but that further suspension is itself suspended subject to his continuing good behaviour.
19. He is to pay the costs of £500.

David Munro, Chair
15th May 2024

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Sitting on 15th May 2024
 David Munro (Chair), Nicky Moffitt, John Hopwood
 Case No: J2024-9

Disciplinary Panel
Paul Flanagan and Michael Casement
Licence Numbers: 388757 and 398434

Jamie Champkin appeared on behalf of Motorsport UK.
 Paul Flanagan and Michael Casement did not appear and were not represented.

1. On 27th April 2024, the Maiden City Motor Club organised and ran a Rally known as the Eakin Bros Brian James Trailers Stages 2024.
2. Car No.84, a Ford Escort MK II was entered by Paul Flanagan as Driver and Michael Casement as co-driver.
3. At some point prior to Stage 4, Paul Flanagan decided not to driver further and allowed an unlicensed driver, 'Colly Feeney', to drive the vehicle to the end of the Event.
4. The co-driver, Mr Michael Casement, raised no objection to this and continued in his role until the Event was concluded.
5. Car No.84 finished in 67th place, a fact recorded in the Final Classification.
6. Both Crew members have been summoned to appear before the National Court to answer allegations that they breached NCRs
 - C.1.1.2(b);
 - C.1.1.3; and
 - C.1.1.4
7. Neither have appeared before the Court and neither have indicated that they contest the facts outlined above.
8. This was clearly a serious matter. Mr Feeney did not hold any type of competition licence and was therefore uninsured. Had there been an accident the consequences would have been dire. Allowing an unlicensed driver to take part in the event was plainly prejudicial to the interests of motorsport generally and subjected both spectators and Officials to considerable risk.
9. The Court therefore orders that the results of the Event be amended to delete Car No.84 and that both Mr Flanagan and Mr Casement are to have their Competition Licences suspended until 31st December 2025.
10. Each is to pay £500 towards costs.
11. The Court requires that Motorsport Ireland should be informed of the outcome of this case.

David Munro, Chair
15th May 2024



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

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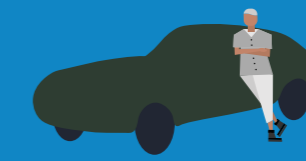
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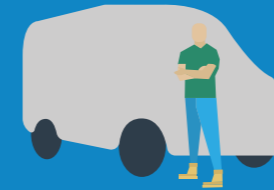
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THE BOARD

The Motorsport UK Board is responsible for the governance and strategy of UK motorsport. The directors provide a wide range of professional skills and experience to this vital role – let’s meet them:

In March 2019, the Motorsport UK members voted in favour of a new modern sports constitution and governance. As detailed in the Memorandum and Articles of Association, Motorsport UK has fully aligned itself with the highest level, Tier 3, of Sport England and UK Sport’s ‘Code for Sports Governance’ that sets out the levels of transparency, diversity and inclusion, accountability and integrity that are required to meet the gold standards of governance for a sporting organisation.

This Code has been applied to more than 4,000 organisations across the UK sporting landscape and provides a high-quality framework of governance for a wide and diverse range of national, regional and local bodies, community groups and charities providing sport and physical activity opportunities.

From 2019, the Motorsport UK Board took on ultimate responsibility for the governance, compliance and future strategy of UK motorsport. Historically, this had been the role of the Motorsport UK Council, that shifted to a crucial role of informing and advising the Board on key issues affecting motorsport, helping to shape strategy and promote the sport in the UK.

Providing expert advice and recommendations to the Board are the members of the 35 Motorsport UK committees that are responsible for developing, evaluating, and recommend

amended rules and regulations in their respective areas of expertise. The committees comprise more than 300 individuals including club members, competitors, engineers, volunteers, officials and marshals, administrators, all of whom are experts in their respective areas. For more details on the Motorsport UK Committees, see [Revolution November 2023](#).

In 2019 a new element was created in the form of the Rules Committee, designed to ensure that there would be effective cross discipline consideration of proposed changes to rules and regulations. It is made up of the Chairs of the relevant committees and meets as required to ensure that full consideration is given prior to submission to the Motorsport UK Board.

The composition of the Board is prescribed in the Memorandum and Articles of Association and is made up of a maximum of 12 Directors; these include three elected by Council from their members, the Chair of Council, the CEO and up to seven independent Directors, one of who will be elected as the Chair of the Board, and since 2018 this has been David Richards CBE.

Revolution spoke with four of our Board members to learn bit more about their professional expertise and their engagement with the sport. We hope to bring you further insights with the other members later in the year.



David Richards, CBE (Chair) | Hugh Chambers | Tom Purves | Nicole Bearne | Roger Wills | Chris Cooper



Karun Chandhok | Katrina-May Kwan | David Lapworth | Nicky Moffitt | Nick Pontefract | Richard Norbury



Roger Wills

Roger Wills is an active motorsport participant who is an experienced finance professional and currently holds various Board Directorships. Since 2007, Roger has managed his own family office focused on investment opportunities in private equity, venture capital and public markets with a focus in emerging markets.

Roger is a collector of classic cars, and has been a licence holder and historic racing competitor for around 20 years, but also has contemporary motorsport experience, competing in the Le Mans 24 Hours twice, and the Spa 24 Hours several times. Alongside his role on the Motorsport UK Board, Roger is the Senior Independent Director, Chair of the Historic Committee, Chair of the Audit Committee, Chair of the Investment Committee, a member of the Rules Committee and sits on the Motor Sports Council at Motorsport UK. Furthermore, he has recently been appointed President of the Federation Internationale de l'Automobile's (FIA) Historic Motor Sport Committee.



JEP

"I am a collector of classic cars, mainly old racing cars and have a huge passion for historic motor racing and motorsport in general. The Board is made up of an excellent group of people with very broad experiences and it has been great to work with them and to play a role in the development and oversight of the Motorsport UK business. With my interest in historic racing, it was inevitable that I would get involved in this sphere both on the Board and in the various committees on which I sit. I have a lot of interaction with the historic motorsport community, and it is an honour and privilege to represent this part of our sport both on the Board but also at the FIA."



Nicole Bearne

Following a career in motorsport spanning over 25 years, Nicole most recently led Internal Communications and Corporate Social Responsibility (CSR) programmes for the Mercedes-AMG Petronas Formula 1 Team.

Nicole began her motorsport career as a founding member of the British American Racing Formula 1 Team in 1998. Over the ensuing years, she remained with the team through a series of organisational transitions, from Honda Racing F1 Team to Brawn GP and ultimately culminating in the establishment of Mercedes-AMG Petronas by the close of 2009. A passionate advocate for the visibility and inclusion of women in motorsport and STEM careers, Nicole was a founding member of the Mercedes-AMG Petronas EDI Forum, in addition to actively contributing to the team's Accelerate 25 Diversity & Inclusion programme and the development of Employee Resource Groups, including a Women's Network.



Roberts / JEP

"Throughout my career, I've always believed it is important to support education outreach, build community relationships, and promote equality and diversity within our sport. I have always elevated the profile of women in motorsport by supporting initiatives such as Girls on Track and International Women in Engineering Day. Alongside that, I've enjoyed spending time at a wide range of motorsport events, from grassroots racing in the UK to IndyCar in America. As an Independent Non-Executive Director, I'm delighted to be given the opportunity to contribute towards the future growth and success of motorsport in the UK."



Richard Norbury

Richard Norbury is an experienced national and international motorsport Steward. Alongside his role on the Motorsport UK Board of Directors, Richard is a member of the Motorsport UK Council and is Chair of the Rules Committee and chaired the Judicial Committee for 11 years. Richard brings his experience to the National Court, the final court in UK motorsport that has several heads of jurisdiction, including appeals, disciplinary, investigatory, eligibility and arbitration.

Richard is the appointed Permanent Chairman of Stewards for the Porsche Mobil 1 Supercup (an FIA Formula 1 support series) and has been Permanent Steward for the Fanatec GT World Challenge Series. He has also been appointed regularly as FIA Steward for events including the FIA Formula 1 World Championship, FIA WTCR World Touring Car Cup, the FIA GT World Cup in Macau, and the FIA Motorsport Games. He also Chairs the Stewards for the annual international karting Rotax Max Challenge Grand Finals.

Within the UK, Richard is a Permanent Steward to the British Touring Car Championship, regularly officiates at British Championship and Club level events and has acted as Chief Steward for successful FIA World Land Speed Record and UK National record attempts.



"Becoming a member of the Motorsport UK Board provided an opportunity to use my experience and skillset to contribute to both the safe custodianship of the National Governing Body and the future wellbeing and development of the sport which I have been passionate about for 50 years. One key focus area for me has been around the development of the essential regulatory aspects of the sport, where I get satisfaction from ensuring the Board clearly understands the context and detail of any regulatory changes it is considering and has a clear view of their practical implications. I hope my time on the Board has been as constructive for Motorsport UK as it has been rewarding for me."



Tom Purves

Tom Purves is Chair of Motorsport UK's Council and a member of the Board of Directors. He spent 45 years within the automotive industry from his apprentice years at Rolls-Royce Car Division in Crewe, through to becoming CEO of some of the major names in the industry.

He served as Chairman and CEO of BMW for North America from 1999 to 2008, before becoming CEO at Rolls-Royce Motor Cars in 2008. Tom retired in 2010. Earlier in his career, Tom was Managing Director, BMW (GB) and Sales Director for the Rover Group.

Tom previously served as Chairman of the Royal Automobile Club and is now a Vice President. He regularly competes in sprints and hillclimbs, and is Honorary President of the TR Register, and supports clubs and motorsport with his experience of the automobile industry and management.



"Brought up in a Scottish motor trade family I raced karts at 14 and still hillclimb at 74. A career in the Motor industry with Rolls-Royce and BMW took me to all parts of the world and kept me involved in the sport at different levels. As Chairman of the Royal Automobile Club I became a Board member of the MSA and helped steer the successful changes to Motorsport UK of recent years."

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Nicky Grist is a multiple world champion Rally co-driver who has partnered with some of the best drivers in motorsport and spent a decade winning at the top level. Born in Ebbw Vale, Wales, he began competing in the World Rally Championship (WRC) in 1990 and spent two years alongside Malcolm Wilson, with a one-off event alongside Mikael Ericsson in 1992, before teaming up with Armin Schwarz at Mitsubishi in 1993. A mid-season switch to join Juha Kankkunen at Toyota that year led to his first WRC victory and began a partnership that continued for four seasons. In 1997, he transferred to the 555 Subaru World Rally Team and joined up with Colin McRae, with the pair moving together to the M-sport Ford team in 1999, re-uniting Grist with his former driver Wilson, who was now in charge of the team. The successful duo's partnership ended at the Rally New Zealand in 2002, after a total of 17 wins, 27 podiums and 183 WRC points. Grist now runs his own motorsports business, which sponsors the Nicky Grist Stages event in July, and participates in Motorsport UK's Academy co-driver programme, helping to train the next generation of WRC stars.

Event: Network Q Rally

Date: November, 1993

Car: Toyota Celica Turbo 4WD (ST185)

Winning my home round of the World Championship was a tremendous honour, and it came just three years after my first British Championship rally. I had started off with Malcolm Wilson in 1990 in a Sierra Sapphire Cosworth, we did six World Championship events the following year and I also did testing and development work for Toyota on the Safari Rally.

I was competing for Mitsubishi alongside Armin Schwarz in 1993 when, in the middle of the season, I was approached by three-time world champion Juha Kankkunen to co-drive for him. He was with Toyota Team Europe and his usual co-driver, Juha Piironen, had suffered a brain haemorrhage in his hotel room during the reconnaissance of Rally Argentina.

When it all happened, it was obviously a bit of a shock, but I was not competing full-time in the championship at that time, so Toyota was able to get permission for me to leave Mitsubishi for two events, and I flew out to Argentina. It was all a little bit last minute, but we managed to recce the stages twice and pulled off my first World Championship victory.

I went to New Zealand with Juha, but then went back to re-join Armin in the Mitsubishi for the 1000 Lakes, where Juha won with another co-driver. After that, my contract was bought out [by Toyota] so I re-joined Juha and won Rally Australia and, after a few other solid results, Juha was crowned World Champion at the Catalunya Rally in Spain.

After that came the Network Q Rally, Britain's round of the World Championship. We did our reconnaissance of the Stages for two days then went back to the start. Having won my first few World Championship rallies and, with number one now on the door, we turned up to a lot of hype! All the stars aligned, and it was a hell of a buzz.



Grist and Kankkunen – partners in World Rally Championship glory



Perdell/Corbis

Tackling the Kershope Stage, near Newcastleton, in the Scottish Borders, with gravel tyres on frozen mud and snow

At the time, the Network Q Rally was hugely popular. It was actually the biggest spectator sport in the UK – purely because it lasted for five days, went all over the country, and everybody wanted to have a bit of it. But that year, the conditions were the most treacherous we had ever had, and it was really tough.


Some of the stages were relatively mild, but there was always ice and snow somewhere. Through Wales, there was very little snow, just a thin covering, but the ground was frozen. It was exceptionally cold. Then we started going up north and when we got to Kielder, it was deep in snow, and through Yorkshire, exactly the same thing.

We had to use a gravel tyre, we could not use a spiked tyre like we could in Sweden, so that made the conditions really tough going. The driver just had to use his ability to cope with it – but, luckily, I was with Juha! One of the classic flying fins, he was brought up on ice and snow roads and he just soaked it all up.

How he managed to create the speed at times, it was just amazing. One of my friends went to spectate on a stage in Wales and could not even walk up the road, it was so slippery. He said he watched the course cars go around really slowly... then the whistles started to blow and all of a sudden, we just came into view, going at one hell of a rate of knots!

We had a hell of a battle with Colin (McRae) on the second day. He took the lead from us, but then went off in one of the Kielder stages and handed it back, and we just controlled it

to the finish. We had a bit of a scary 'off' at one point, sliding wide on some ice and hitting a gate post, but fortunately we got away with it, and got back to Birmingham to take the victory.

You could not get any higher than that at that point. It was like a British racing driver winning the British Grand Prix. There is nothing prouder than that. There were so many people there in the centre of Birmingham and my family, friends, the whole team behind the car, it was the icing on the cake of a mind-blowing season – and after that moment, Juha and I stayed together for another very enjoyable four years. 



Newspress

Celebrating on the finish ramp of the 1993 Network Q Rally GB



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THE SHOW MUST GO ON

The British Grand Prix is one of the UK's flagship events and its success is down to the efforts of Silverstone, Motorsport UK and thousands of dedicated volunteers. *Revolution* spoke to Silverstone Chief Executive Officer Stuart Pringle to learn how it all comes together

If you are queuing early in the morning to get into the British Grand Prix this year, you might just get to meet Stuart Pringle, the man behind it all. Despite his jam-packed timetable, he makes a point of heading out to the entry gates before they open every day, to speak to the fans who are eager to get their annual taste of F1 action on UK soil.

"That is one of my highlights," smiles Pringle. "Getting up early in the mornings and chatting with the customers outside, it is amazing who you meet. Amazing people. People that have been coming for years. The stories I hear, it is fantastic. And they are interested to hear my view too, if they work out who I am!"

A former Army tank commander, Pringle left the forces in 2000 to begin forging a new path in motorsport, initially as Club Secretary of the Vintage Sports Car Club. He went on to work for MSV at Brands Hatch, then he joined Silverstone

owners, the British Racing Drivers' Club (BRDC) as Club Secretary in 2007, and then moved through the ranks to become Silverstone CEO in 2016.

During the F1 weekend, Silverstone operates a 'Gold, Silver, Bronze' structure similar to the UK emergency services, and Pringle explains: "I am the Gold Commander, but I am not too involved in operational decision making once the event gets underway. The day-to-day responsibility sits with the Silver Commander, our Chief Operating Officer Alex Lacey.

"Alex runs the show and she has been involved in the delivery of 27 Grands Prix. Our Bronze Commander, Lee Howkins, has done 37 and I have just done my 18th. So, between the three of us, we have covered about 80 British Grands Prix in the senior positions.

"I only get involved in operations if something has gone badly wrong, but my weekend is very busy, in a good way. I do a lot of media work and also entertain sponsors, partners, political friends and BRDC members. Some issues also require escalating to me not as Gold Commander, but as CEO of the business running the event.

"Then there is just a lot of people to speak to around the circuit. There is a huge pool of volunteers and I will not walk past a marshal or a race maker without saying thank you. I also even stick my head into the lavatory blocks to satisfy myself that we are doing a good job, and ask questions, and hold people to account if I see things with my own eyes."

>>>>

Benks



Honouring the volunteer community; Nadine Lewis, British Motorsports Marshals Club Chair, presented the second placed trophy on the podium at the 2023 British Grand Prix

James Moy / Alamy Stock Photo



The operations team and race officials run the event, while Stuart Pringle focuses on media work, entertaining sponsors, partners, and others

As Pringle infers, the event volunteers, which comprise of Silverstone-arranged race makers and Motorsport UK registered marshals and officials, are vital to proceedings. In fact, it is fair to say that the success of the race is, to a large part, down to the national propensity for volunteering – as is seen in many other sporting activities around the UK.

“We are very blessed to have a culture of people wanting to serve their local community through the provision of sport and all the benefits that brings,” adds Pringle. “If you take your child to a local football, rugby or swimming club, there are hosts of volunteers, so motorsport is not alone in that, and we really appreciate them.

“Volunteers are very important to us and we are hugely indebted to them, but I also know that they enjoy it – because they would not do it if they did not! We can always do better at acknowledging people’s commitment and what it means to us and our event, so every year we challenge ourselves to try to learn lessons from the year before and do better.”

It takes a lot of planning to put the event on, and there are three key parties involved. Silverstone itself is the promoter pulling everything together, but Pringle and his team work closely with the local FIA representative and the National Sporting Authority (NSA), which is Motorsport UK, to ensure the event goes smoothly.

He adds: “It needs to be well planned because, frankly, the pressure is through the roof when you have a very, very busy event. If your marshals cannot get to their posts or be dropped off on time; or if senior volunteers, senior officials cannot get to the place because the traffic is bad getting to the event, there are serious consequences.

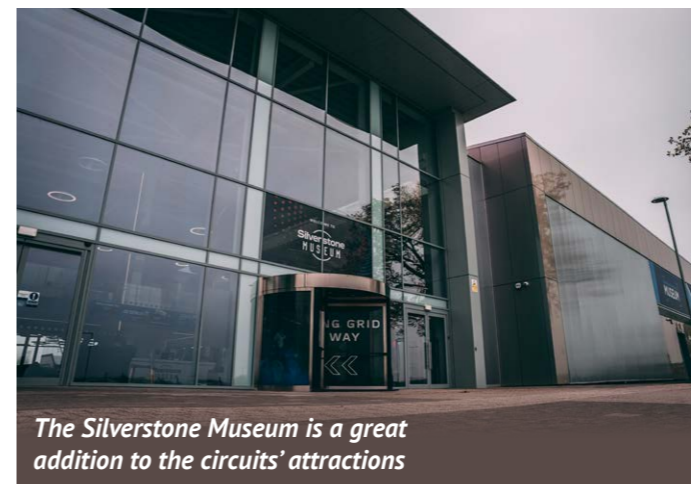
“The FIA has imposed sanctions on promoters for failing to manage their event in the past. There are always external threats and dangers that we have to try and mitigate, so Motorsport UK and the operational team at Silverstone work closely to ensure everything is well planned and can be clinically executed year-on-year over the event itself.”

Silverstone has now been confirmed as a permanent fixture on the calendar for the next 10 seasons. The circuit has changed a lot over the years, and Pringle and his team will continue to evolve what it stands for and how the race is run in the future. Inevitably, the constant drive to improve standards means things will continue to change.

“Sometimes people write to me and say ‘I preferred how it was in the 70s and 80s,’” acknowledges Pringle. “In some ways I did too, but that is not the world we are living in, it is not the expectation on us and it is not what the customer base expects. And it is not what we can deliver from a health and safety point of view either.

“The event has to evolve and there are a lot of people we need to take with us on this journey. The British Grand Prix is consistently in the top two or three Grands Prix of the year, and we intend to stay there, so we will very prudently invest for the future to keep on improving.”

Pringle realises the British Grand Prix is a “shop window” for British motorsport and the successful multi-million-pound industry that is behind it. However, he explains, its importance goes beyond UK borders, because hosting an F1 race gives the country an elevated status within the world’s governing body, the FIA.



The Silverstone Museum is a great addition to the circuits' attractions

“We are a piece of infrastructure without which motorsport in the United Kingdom would be much the poorer,” explains Pringle. “An F1 race is not guaranteed to give you a seat at the top table, but because of the hard work of Motorsport UK Chairman David Richards and its CEO Hugh Chambers, Motorsport UK does have a seat on the World Motorsport Council.

“That gives a voice and the ability to influence the global governance of the sport. So, it is really important that we work closely together. Having the World Championship coming every year, having our parliamentarians here, the event is a reminder that there is a sector out there looking to bring new people in for employment.”

In the 51 weeks of the year that F1 is not on site, Pringle’s time is not only spent on managing the planning of the big event and the many others the circuit hosts throughout the year, it is also spent on developing the business to make the increasing cost of running its flagship event financially viable.

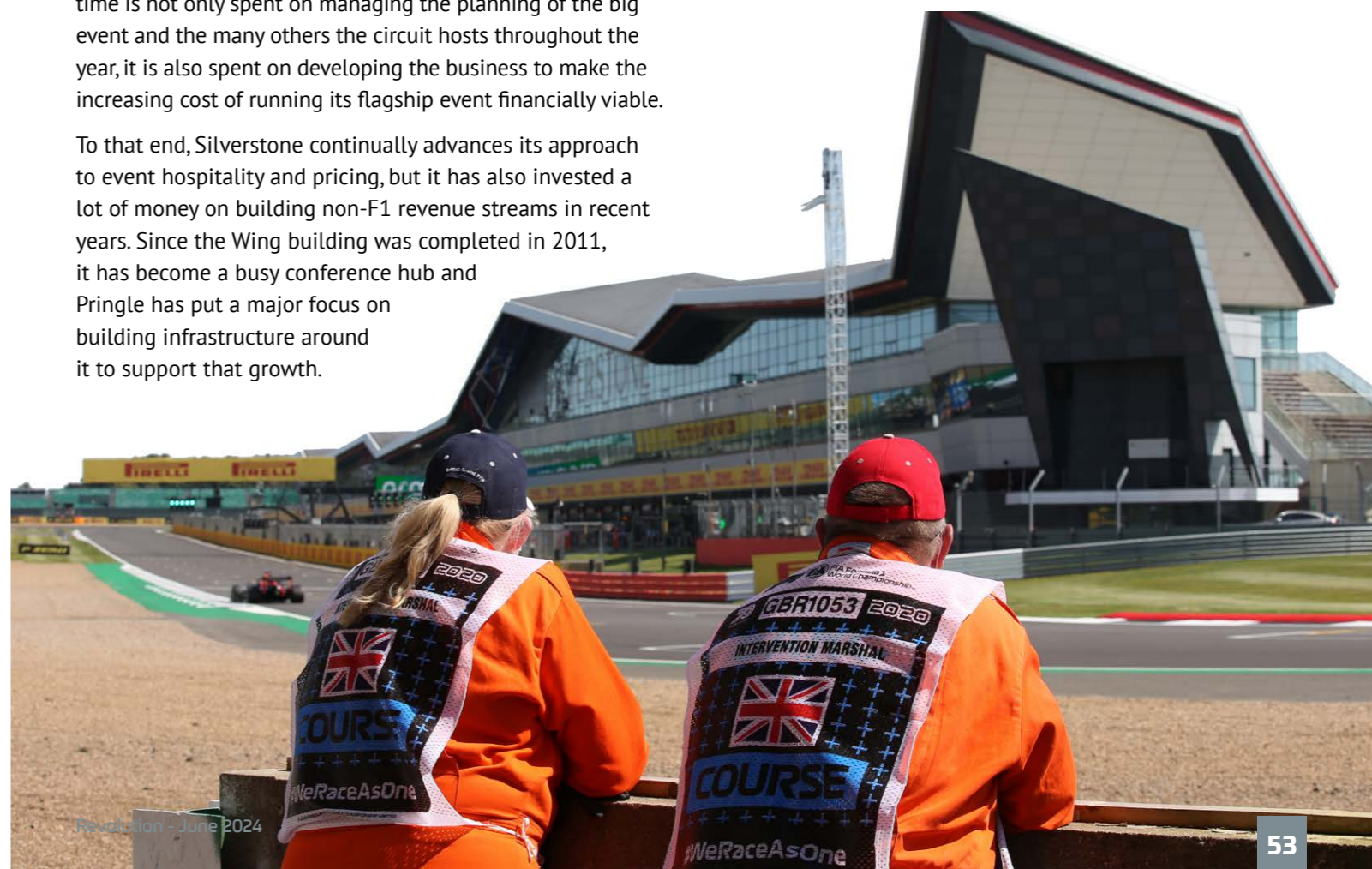
To that end, Silverstone continually advances its approach to event hospitality and pricing, but it has also invested a lot of money on building non-F1 revenue streams in recent years. Since the Wing building was completed in 2011, it has become a busy conference hub and Pringle has put a major focus on building infrastructure around it to support that growth.

“We now have a 197-bed Hilton Garden Inn Hotel and another 184 beds opening up with our own luxury trackside development called Escapade, between Copse and Becketts, so that is getting on for 400 beds,” says Pringle. “That is a game changer for conferences but also for other activities.”

Ultimately, it is all this work behind the scenes that has enabled Silverstone to build a base from which to bid for another 10 years of Grand Prix racing – despite still being one of the few venues not blessed with government funding. And when July comes around each year, that means Pringle gets the chance to do what he loves best.

“I like to be out there on the ground,” he says, returning to his role on Grand Prix weekends. “Last year, at 5am, I got talking to one family whose kids were really young and tired and it turned out that the father was senior in a business that had formerly been the title sponsor of the British Grand Prix – so it just shows, assume nothing!”

“I have made many friends in the volunteer communities over the years working with them and there is an absolutely huge sense of community, a huge sense of camaraderie. They support each other, and there are weddings and babies and all sorts! You meet amazing people by being out on the ground, and that is what this event is all about.”



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Highlights from the past month on social news feeds

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Essex Land Rover Club

This thriving Club runs off-roading events in Essex throughout the year, but its crowning glory is the support it offers to the local community



Many Land Rovers that leave the production line these days are more suited to city streets than muddy hills, but at Essex Land Rover Club, members get to give their classic rugged off roaders plenty of action – not only in the typical competitive events, but also Green Laning, countryside rambles, and real-life rescues.

The Club, which was founded in 1983, currently has more than 200 members and runs Trials events at least once every month at different venues around the county. These involve entry-level Tyro events as well as RTV (Road Taxed Vehicle) and CCV (Cross Country Vehicle) classes and are designed to put competitors to a serious test at all levels.

However, that is not the most serious action the Club takes part in. For many years, it has been lending its expertise to provide off-road assistance at local events and even helping the local police force in emergency situations – because that is what these vehicles were really built for.

“We often support the local conservation teams, who call on us when trees fall down and people have to go around them onto someone’s private land,” explains Club Chairman Keith Pocock. “A group of us will volunteer to go and make use of all our gear and winches to get the blockage out of the way and we have a fantastic time!”

“We also do the 4x4 Response, coordinating with the county council and the police; we help out charities like Race for Life every year, using our vehicles to get to remote locations on the route to hand out water bottles or help marshal; and we help at Round Table’s firework display, winching cars out of fields when they get stuck in the mud.

“If the weather turns bad, we help out where we are needed too, delivering meals on wheels and rescuing vehicles. I have even ferried medics to and from the hospitals through the snow. The Club has struck a nice balance between members using their vehicles in real life situations and also having fun in competition.”

As a member of the Association of Land Rover Clubs (ALRC), the Club offers members the chance to not only compete in its own events but also to travel anywhere in the country and take part in others. Pocock, for example, often drives to Norfolk to join in events there, while some members make a family weekend of it, packing the tent and camping out.



As with many Clubs, maintaining a constant steady level of members is one of the biggest undertakings, but the wide variety of activities its members get involved with – which also includes exhibiting their vehicles at local country fairs and motor shows – ensures there is plenty of awareness of its existence.

Last month the Club ran a weekend ‘taster’ under a special Motorsport UK permit, holding a rookie-focused Tyro on the Saturday and an RTV on the Sunday. This allowed people to turn up and try out the sport as a passenger without having to join, but still with the protection of the insurance cover that is offered at a Motorsport UK licensed event.

The Club also holds two ‘driver days’ each year – one in the summer and one between Christmas and New Year, as Pocock explains: “Some people don’t want to compete or go green laning, so at these they can just turn up, drive around, and enjoy it. We run them at a former aggregate mine which is boggy and horrible – so it is perfect for us!”

“We have hill climbs, sandy bits, muddy bits, and all sorts come out – last year we had everything from vintage vehicles to a guy in a £90,000 new Defender who just



wanted to play around with it! This sport is completely different to driving on the road, and even an entry-level Tyro can be a bit nerve-wracking so sitting in with somebody first is a good idea.

“We have loads of people with different vehicles, so we find the best person to put them with and drive them around first, then jump in with them and go around nice and tamely so they get used to how to use and operate that vehicle. After that, some are really keen, others just say ‘thank you, I’ve got to go get a cup of tea and calm down now!’”



The club enjoys Green Laning and using their vehicles as they were designed for



Supporting the community with their 4x4 vehicles; Marshalling at Basildon Round Table fireworks

Off-roading offers great value as a form of motorsport to participate in. It costs around £30 to join the Club and a similar price to take part in a competitive event. Children can even drive in a Tyro from the age of 13, so it is also extremely family friendly, and if you prefer to just join a group on one of the regular green laning trips on public by-ways, that is completely free.

In recent years, however, the cost of vehicles has made things a little more challenging and Pocock explains: "Years ago, you could buy a Series 3 [Land Rover] for about £600-800, come Trialling and if you scratched your vehicle, it did not matter. Now, the Series vehicles are worth a fortune, even the Defenders, so to commit to buy one to compete is quite difficult."

Most modern Land Rovers are better used to tow an old Land Rover on a trailer to an event than be used themselves, and Pocock adds: "The cheapest way into the sport now would be a Freelander or a Discovery, which is an incredibly capable vehicle, but needs a good driver because it does not have a high-low ratio gearbox."

On average, a typical event attracts around 12 entries, but that could increase to 20 or drop as low as a handful depending on the day. Vehicles are often double-driven with a parent and child both going round in the same machine. Whatever the numbers, the club makes a point of developing each course to suit the competitors so the event is the best it can be.



The Club runs Trials events at least once every month at different venues around the county

"The Tyros, RTVs or CCVs are all run to the same basic rules of competition, they just get harder as you go up the levels," explains Pocock. "In competition, we make it challenging so you often find yourself climbing up a bank then facing a sharp turn – and they always say that for Trialling, it is 'as slow as possible, as fast as necessary.'"

"You do not want to go leaping off the end of something, flying up the hill and then miss the gate and stall; likewise, you do not want to run out of puff halfway up the hill! It is all about that judgment all the time. We are in the entertainment business and if it is too easy, people will get bored... but if it is too difficult, they will be scared of damaging their vehicle."

"Tyro is the hardest for us to set because it often involves inexperienced drivers. When we make a course, we follow a set of guidelines to make things as challenging, but as safe as possible. With a newcomer, we will talk to the individual first, find out what they have done, their driving experience, the kind of person they are, and we get a feel for it."



For further information on the Essex Land Rover Club see www.elrc.info



Exploring lanes and off-road tracks, challenging the drivers and vehicles capabilities

"We also look at the vehicle they are bringing as that tells us a lot – for example, if it is a brand new Evoque on road tyres and it is the middle of February, we might just say 'ok, let's leave that in the car park and show you how to marshal so you can see what goes on!' They can watch that event for the day free of charge and understand what it is all about."

The Club enjoys a healthy competition among its members and the aim is to see them progress up the levels, from Tyros into RTV and beyond. Around 12 members represent the Club in the Association of Land Rover Clubs National Rally competition each year, and people are always encouraged to step up and go further.

"We want people to progress on from Tyros, because that is the feeder in our competition," says Pocock. "People will never move on if they are in their comfort zone, so once we know their level, we try and make it a bit more challenging for them. These are amazing vehicles, and the more you push them you more you realise what they can do." 🌐

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WHAT'S ON

British Endurance Championship Silverstone GP

15th June, Silverstone, Northamptonshire

The Championship re-convenes on the Silverstone GP circuit, where points leaders Peter Erceg and Marcus Clutton, in an Audi GT3, will be looking to extend their lead over the Porsche of Bal Sidhu and Josh Steed, and we see the return of former champion Witt Gamski, partnered by Michael Lyons in a Bentley Continental.

www.british-endurance-championship.com



Chris Valentine

Kielder Forest Rally

15th June, Kielder Forest, Scottish Borders

The battle for supremacy in the Reis Motorsport Insurance Motorsport UK English Rally Championship moves to Kielder Forest. Based in Hexham, the event provides current leaders Elliot Payne and Patrick Walsh the opportunity to extend their advantage, and if something untoward occur, Nigel and Kaz Jenkins, and Russ Thompson and Steve Link are ideally placed to capitalise on any such misfortune!

<https://kielderforestrally.co.uk>



Kevin Money

ROKiT British F4

15th-16th June, Silverstone, Northamptonshire

This weekend gives the 2024 grid its first taste of racing on a current F1 circuit as the ROKiT British F4 Championship travels to the Silverstone GP circuit for the fifth round of the season. Championship leader Deagen Fairclough collected a win last time out, however, a retirement while in the lead of Race 3 has allowed Rodin Motorsport's Alex Ninovic to close the gap in the championship fight to 30 points.

<https://fiaformula4.com>



JFP / Dom Gibbons

British Hillclimb Championship

15th-16th June, Doune, Scotland

Doune Hillclimb in the district of Stirling, Scotland, is the only Championship round held in Scotland. The course is 1,476 yards long and meetings have been staged by the Lothian Car Club since 1968. Alex Summers had the perfect weekend at Shelsley Walsh, and leads the BHC by seven points. Continued good form over the next few events would make him hard to beat.

www.britishhillclimb.co.uk



David Baxter

South Hams MC 12 Car Rally and BBQ

21st June, Chuley Road Garage, Ashburton, TQ13 4DH

The longest day will complete the first half of the 2024 Zestino Rally Tyres UK South Hams Motor Club Road Rally Championship. The lighter and warmer evenings allow for a later than usual start, including a summer social BBQ from 7pm. The 40-mile route is plotted from characteristic route information across some of the most demanding lanes in South Devon. There is always a warm and friendly welcome and wealth of knowledge on hand for the less experienced. A burger and hotdog awaits. <http://www.shmc.co.uk/index.php/events/12-car-events>



Dunoon Presents Argyll Rally

21st-22nd June, Cowal Peninsula, Scotland

Simon Bowen and Craig Simkiss arrive at the Argyll Rally leading the Protyre Motorsport UK Asphalt Rally Championship, thanks to a magnificent unblemished run of top six results in their Ford Fiesta S2000T. They face stiff opposition from the likes of Callum Black and Jack Morton, Neil Roskell with Dai Roberts, Hugh Hunter alongside Rob Fagg, and Sam Touzel with Aaron Nicolle, all in Fiesta Rally2s, as well as Mark Kelly and Will Atkins pairing, John Stone and Sam Collis, and Hugh Brunton and Drew Sturrock in a mix of VW and Skoda rally cars.



Russ O'way

The Fuchs British Historic Rally Championship stays on the tarmac for round five, as the series makes its debut at the Dunoon Presents Argyll Rally. The super-consistent Richard Hill leads the standings but it's still all to play for and you can expect a blistering battle in Cowal Peninsula lanes for glory from the BHRC contenders.



Russ O'way

The Asset Alliance Group Scottish Rally Championship stays on tarmac for Round three – the Dunoon Presents Argyll Rally – with the added challenge of night stages on the Friday. The current top three drivers are absent so the chasing pack will be looking to capitalise before the switch back to gravel.

<http://argyllrally.co.uk>



AF Motorsport Media

Kwik Fit British Touring Car Championship

22nd-23rd June, Oulton Park, Cheshire

The British Touring Car Championship (BTCC) makes the hugely popular summer trip to the North West for a festival of racing on the Oulton Park Island circuit in June. The Cheshire Mouldings Race Day will see the teams and drivers battle for victories and points during a triple-header event around the challenging, picturesque Island circuit.

Btcc.net



Richard Styles

Woodford Trailers Motorsport UK HSA British Sprint Championship

23rd June, Mallory Park, Leicestershire, LE9 7QE

The BSC makes its second visit to Mallory Park this year after an 11-year hiatus from the venue. This promises to be full meeting with 25 reserves, and Mallory Park is an exciting venue that suits the most powerful cars, so it will begin to determine the overall standings at the halfway point in the season.

<https://sandhmc.co.uk/events>



Brian Tyler Photography

Wye Valley Car Trial

23rd June, Putley Hill Farm, Putley HR8 2RF

The Putley venue offers a variety of hills and slopes to test the expert and novice alike and the event is non-damaging. Entries will be contesting the British and BTRDA National Championships as well as Southwest, West Midland and Welsh Regional championships, the Cotswold Championship, and the BTRDA Allrounders Championships.

www.rossmotorsports.co.uk/events/wye-valley-car-trial-copy



Grass Autotest at Dransfields Fields

26th June, Nesfield, Ilkley LS29 0BJ

Set high up in the hills above Ilkley, the second round of the Ilkley Motor Clubs Autotest Championship will take place with classes for all levels, including two PCA classes. Clerk of Course, Simon Kingsley, will be putting on some excellent tests with the first car away at 7pm. Entries available online.

www.ilkleymotorclub.org.uk/events/club-night-autotest-dransfields



Summer Nationals

29th-30th June, Santa Pod, Bedfordshire

Reigning champion Bobby Wallace, eight-time previous title winner Andy Robinson, and French duellist Jean Dulamon, find themselves in the thick of the Pro Mod points battle as 2024's Motorsport UK British Drag Racing Championship reaches its half-way stage. A full Sportsman programme supports.

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



Callum Pudge / Santa Pod

British Truck Racing Championship

6th-7th July, Thruxton, Hampshire

Next on the calendar for the titans of the British Truck Racing Championship is the fastest circuit in the UK, Thruxton. Five more full-throttle races will headline an unmissable weekend in Hampshire while there is support race action from the likes of the Pickup Trucks, Junior Saloons and more.

<https://btrc.co>



Graham Holborn

British Karting Championships – Rotax and KZ2

28-30th June, Warden Law, Sunderland

The hotly awaited KZ2 championship kicks off on this weekend, while the Rotax karts will also head into battle again. The fastest of all short circuit categories, the KZ2 karts can reach up to 90mph and count Max Verstappen as a well-known graduate. Meanwhile, after two hotly contested rounds in Rotax, Luke Milward is the driver to beat in MicroMax UK, while Emerson Macandre-Ure will be looking to repeat his victory in the last MiniMax 950 final. The Junior Rotax class saw an impressive clean sweep for William Antrobus last time out, while Callum Bradshaw is the current leader in Seniors.



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5 Nations British Rally Cross Championship



Patrick O'Donovan extended his lead of the 2024 championship with back-to-back victories at Mondello Park. O'Donovan overcame start line troubles on day one, and with Irish Championship drivers also in the mix but not eligible for points, John McCluskey delivered a strong performance to finish second of the registered runners, ahead of Ollie O'Donovan. In round four on Sunday, broken power steering for Patrick O'Donovan meant a battle inside the car for the rest of the event. However, when the field ahead of him ran wide in the opening corner of the final, O'Donovan took the lead from fifth on the grid, then defended it to secure the overall win. Ollie O'Donovan was second, with Michael Leonard in third.

Latest Championship Positions

1st	Patrick O'Donovan	77 points
2nd	Ollie O'Donovan	60 points
3rd	John McCluskey	53 points

British Historic Rally Championship



BHRC made its first trip to the island in seven years, and with over 127 miles of closed road action, the weekend was split into two points-scoring opportunities, the Friday leg providing the first and Saturday the second. Five-time Manx International Rally winner and Manxman, Mark Higgins and co-driver Carl Williamson took the Friday spoils in his Triumph TR7 V8. Gareth James and Steffan Evans ended the day second, with Steve Perez and co-driver Gary McElhinney secured third. Saturday saw Richard Hill and Patrick Cooper battle it out with Michael McDaid and Declan Casey, ending the day just 0.4 seconds apart. McDaid took the win, but Hill still leads the championship.

Latest Championship Standings

1st	Richard Hill	105 points
2nd	Seb Perez	102 points
3rd	Adrian Hetherington	98 points

ROKiT F4 British Championship certified by FIA



In Race one, Deagen Fairclough took pole and victory at Thruxton. The race restarted after a red flag, with seven laps to go. Fairclough took the lead, building a gap to 4.93 seconds over the rest of the field. Abbi Pulling and Alex Ninovic completed the podium.

In a shortened second race of just 15 minutes, pole sitter Fairclough again took the lead into turn one and drove away from the field, building what seemed an impenetrable gap of 6.75 seconds. However a mechanical failure put an end to Fairclough's race and the race finished under the Safety Car. Reza Seewooruthun won his first ROKiT British F4 race, with Alex Ninovic in second and Jack Sherwood finished third.

It was a first victory for Alex Berg in the ROKiT British F4 Championship certified by the FIA reverse top 12 race at Thruxton circuit. Despite a short safety car period, Berg finished first, with Mika Abrahams in second and Alex Ninovic completing the podium in third.

Latest Championship Standings

1st	Deagen Fairclough	181 points
2nd	Alex Ninovic	151 points
3rd	James Higgins	111.5 points

McGrady Insurance NI Rally Championship



Fresh from a second place in WRC2 at Rally de Portugal, Josh McErlean comfortably won the 'Go' Tour of the Sperrins by 20.8 seconds in an IN Sport Volkswagen Polo R5 under James Fulton's notes. Fourth place at the Magherafelt-based rally was enough for Jonny Greer to provisionally win a fifth McGrady Insurance Northern Ireland Rally Championship title. Greer has proved to be at the fore of the country's headline rally championship in a DGM-run Citroen C3 Rally2. For co-driver Niall Burns, this will be his first NI crown.

Latest Championship Positions

Drivers		Co-drivers		
1st	Jonathan Greer	120 points	1st Niall Burns	120 points
2nd	Jason Dickson	107 points	2nd Martin Brady	107 points
3rd	Aaron McLaughlin	103 points	3rd Darren Curran	103 points

Probite British Rally Championship



Keith Cronin kept his fifth Probite British Rally Championship title bid alive, with victory at the Beatson's Building Supplies Jim Clark Rally. Cronin and co-driver Mikie Galvin fended off William Creighton and Liam Regan who claimed second spot, while local hero Garry Pearson and co-driver Daniel Barritt rounded out the podium.

Latest Championship Positions

1st	William Creighton	57 points
2nd	Chris Ingram	43 points
3rd	Keith Cronin	36 points

Motorsport UK British Drag Racing Championship



Rain halted Pro Mod eliminations as the semi-finals approached. The event combined round two of the Motorsport UK British Drag Racing Championship with round one of the FIA European Championship. Low qualifier (5.809sec) David Vegter from the Netherlands set low elapsed time of the race at 5.766sec in the first elimination round. Second qualifier, Britain's Andy Robinson set a new UK speed mark at 249.07mph. Third qualifier Jere Rantaniemi of Finland set the event's top speed at 251.85mph.

Latest Championship Positions

1st	Andres Arnover	116 points
2nd	Andy Robinson	92 points
3rd	Bobby Wallace	88 points

SBD Motorsport UK HSA British Sprint Championship



Graham Blackwell in the 1.6 Mygale EcoBoost took both wins at Blyton Park Eastern circuit on the Saturday and took a temporary Championship lead. After dump valve repairs Pete Goulding in a similar car took both Sunday wins on the outer circuit. The smaller, lighter Forces driven by John Loudon and Chris Jones also put a good showing all weekend picking up second and third places. Chris Jones driving a Force TA, was on great form at Pembrey and took three of the four run-off wins. Steve Broughton finished the weekend on a high with the final win, after a difficult debut of his new engine - when an exploding brake disc and snapped driveshaft added to the pressure.

Latest Championship Positions

1st	Graham Blackwell	371 points
2nd	Pete Goulding	359 points
3rd	Steve Miles	354 points

KNC Groundworks Scottish Rally Championship

AF Motorsport Media



David Henderson and Chris Williams led the rally all the way to the final stage but under pressure the entire way from last year's Reivers winners Euan Thornburn and Paul Beaton. In the final stage Thornburn and Beaton, utilising all of Euan's local knowledge, set an incredible fastest time by 12.9 seconds and grabbed another Reivers win by just four seconds. With Henderson in second place, Mark McCulloch and Michael Hendry took third.

Latest Championship Standings

Drivers			Co-Drivers		
1st	Euan Thornburn	57 points	1st	Paul Beaton	58 points
2nd	Finlay Retson	54 points	2nd	John Rowan	53 points
3rd	David Bogie	52 points	3rd	Keir Beaton	53 points

Kwik Fit British Touring Car Championship



Jake Hill followed up his Snetterton double victory with another at Thruxton. Rounds 10, 11 and 12 of the 2024 Kwik Fit British Touring Car Championship were not without drama as Hill inherited one victory after title rival Tom Ingram was handed a post-race penalty. The final reverse grid race was won by Ash Sutton – his first of the season – moving him back to the top of the standings. Ingram is third with Colin Turkington fourth. Dan Cammish put himself back into championship contention with an impressive trio of second place finishes.

Latest Championship Positions

1st	Ashley Sutton	169 points
2nd	Jake Hill	164 points
3rd	Tom Ingram	155 points

British GT Championship



Alex Martin, Sandy Mitchell, Jack Brown and Zac Meakin all scored their second British GT Championship wins of the season at Donington where spells of heavy rain, an aborted start and mid-race suspension all contributed towards a classic three-hour contest. Barwell's Lamborghini took the chequered flag 0.6s ahead of the Optimum McLaren shared by Mark Radcliffe and Tom Gamble. In GT4 Brown and Meakin overcame their 20 seconds of Compensation Time to claim a second win in as many outings.

Latest Championship Standings

GT3			GT4		
1st	Alex Martin	77.5 points	1st	Jack Brown	102 points
1st	Sandy Mitchell	77.5 points	1st	Zac Meakin	102 points
2nd	Rob Collard	68 points	2nd	Mikey Porter	76 points
2nd	Ricky Colard	68 points	2nd	Jamie Day	76 points
3rd	Shaun Balfe	65.5 points	3rd	Marc Warren	72 points
3rd	Adma Smalley	65.5 points	3rd	William Orton	72 points

British Truck Racing Championship

Graham Holbon



The British Truck Racing Championship took centre stage in South Wales earlier last month for five blockbuster encounters. Division 1 saw Ryan Smith continue his march out front by adding three wins to his tally, while David Jenkins and Steven Powell also triumphed. In Division 2, John Powell and Sam Osborne enjoyed a share of the spoils.

Latest Championship Positions

Division 1			Division 2		
1st	Ryan Smith	83 points	1st	Paul Rivett	92 points
2nd	David Jenkins	75 points	2nd	John Powell	62 points
3rd	Stuart Oliver	70 points	3rd	Simon Cole	60 points

Protyre Motorsport UK Asphalt Rally Championship

Russ Ormway



James Ford's victory on the Beatson's Building Supplies Jim Clark Rally has blown the 2024 title race wide open, especially as many of the favourites failed to finish. Co-driven by Neil Shanks, Ford took maximum points on the Scottish Borders event and moved up from 85th to 21st in the overall drivers' table. Callum Black and Jack Morton drove a controlled run to second. Black moves from 10th to sixth in the table. David Henderson and Chris Lees made their first Protyre Asphalt appearance of the year to come home in third place.

Latest Championship Positions

1st	Simon Bowen	101 points
2nd	James Williams	91 points
3rd	Darren Atkinson	90 points

British Cross Country Championship

Songasport



Round Two of the BXCC was held in a hot and dusty Ceri Forest. After car issues cost them the lead at the opening round, Aston Cox and Simon Kerfoot bounced back to take the win at Ceri. "It was an unbelievable moment to win a BXCC round," said Cox. "I've been at the events since age eight and it's always been a goal of mine to win! Huge thanks to all the marshals and the organising team for a cracking event."

Latest Championship Positions

1st	Paul Rowlands	162 points
2nd	Jason Rowlands	156 points
3rd	Aston Cox	155 points

Reis Motorsport Insurance Motorsport UK English Rally Championship

Kevin Money



With joint championship leader Callum Black away, Elliot Payne started the Border Counties Rally in top spot, and another maximum score on Round 2 keeps the Harrogate driver in the ascendancy, but not by much. Nigel Jenkins and Russ Thompson are just a few points behind, with Steve Ward, Andy Davison, Liam Clark, Michael Jenkins and Pat Naylor covering the next five places with just a single point between each of them.

Latest Championship Positions

1st	Elliot Payne	50 points
2nd	Nigel Jenkins	48 points
3rd	Russ Thompson	46 points

British Autotest Championship



The Coventry Motofest round, with the concrete pillars, drew in the crowds with the display of superb driving. Willie Keating took the early lead after the first round of three tests, but Alastair Moffatt then got into the swing of things, and moving into the lead and extending it during the rest of the event.

Latest Championship Positions

1st	Alastair Moffatt	149 points
2nd	Willie Keating	142 points
3rd	David Mosey	129 points

Wera Tools British Kart Championship



The second round of the Rotax and Honda seasons took place at Larkhall in Scotland. Ed Spain narrowly beat Andrew Sutherland to win the Honda Cadet GX200 class final, but continued consistency from Ralpie Branscombe saw him maintain the championship lead. In the Rotax championships, there was just 0.06s between MicroMax winner Austin Oman and Luke Milward in the final, but the latter's weekend form kept him at top of the table. Emerson Macandrew-Uren took a comfortable win in the Minimax 950 final, while William Antrobus did the same in the Junior Rotax, and Joshua Graham finished more than five seconds ahead of the field in the Seniors.



Ed Spain



Emerson Macandrew-Uren



Joshua Graham



Austin Oman



William Antrobus

Latest Championship Standings

Honda Cadet GX200			
1st	Ralpie Branscombe	371 points	
2nd	Archie Loveridge	367 points	
3rd	Kevin Ivanov	353 points	
Micromax UK			
1st	Like Milward	372 points	
2nd	Joshua Cooke	358 points	
3rd	Austin Oman	358 points	
Minimax 950			
1st	Albert Friend	361 points	
2nd	Finlay Lines	354 points	
3rd=	Harry Taylor	351 points	
3rd=	Joshua Griffin	351 points	
Junior Rotax			
1st	William Antrobus	371 points	
2nd	Harry Bartle	357 points	
3rd	Harrison Whitticombe	348 points	
Senior Rotax			
1st	Callum Bradshaw	372 points	
2nd	Macauley Bishop	366 points	
3rd	Guy Cunnington	340 points	
Teams			
1st	DHR	372 points	
2nd	Sam Pollitt Racing	366 points	
3rd	Strawberry Racing	340 points	
Chassis			
1st	KR	494 points	
2nd	BirelART	467 points	
3rd=	Kosmic	466 points	
3rd=	Tonykart	466 points	

Wera Tools British Kart Championship



Cian Geraghty



Finlay Lines



Taylor Orridge

Three British Karting categories were in action at Northamptonshire's Whilton Mill in early June. In the Honda Cadets, Alfie Mair and Ryan White took a win each. In the IAME Series, Victory in the final of the Water Swift Restricted category made it seven from eight for Alfie Davidson, while Will Green beat Finlay Lines by just 0.07s to win the final of the unrestricted category. Harrison Mackie won the heat and final in the Junior X30s, and Gus Lawrence did the double in the Senior X30s to close in on championship leader Freddie Lloyd, who was a close second in both.



Alfie Mair



Gus Lawrence



Ryan White



Will Green



Alfie Davidson



Harrison Mackie

Latest Championship Standings

Honda Cadet GX200		
1st	Ralpie Branscombe	616 points
2nd	Archie Loveridge	591 points
3rd	Ed Spain	585 points
Water Swift (Restricted)		
1st	Alfie Davidson	517 points
2nd	Daniel Ferguson	486 points
3rd	Chester Forkes	472 points
Water Swift		
1st	Will Green	484 points
2nd	Jarlath Sayer	464 points
3rd	Teddy-jay Porter	461 points
Junior X30		
1st	Harrison Mackie	507 points
2nd	Riley Cranham	464 points
3rd	Taylor Orridge	455 points
Senior X30		
1st	Freddie Lloyd	478 points
2nd	Gus Lawrence	472 points
3rd	Cian Geraghty	465 points
Teams		
1st	Fusion Motorsport	517 points
2nd	Privateer	489 points
3rd	Croc Promotion	482 points
Chassis		
1st	KR	751 points
2nd	BirelART	718 points
3rd	Tonykart	696 points

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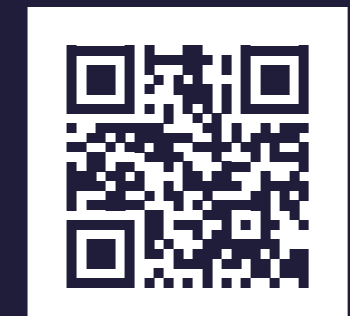
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The Parting Shot

It is 60 years since 1964's first International Drag Festival kick-started drag racing in Britain. The diamond anniversary of this archetypal event will be a focal point when Dragstalgia takes place at Santa Pod next month. Two dragsters from America – *Mooneyes* and *Dos Palmas* will be running the strip, as will the Allard Chrysler – Britain's first dragster – constructed by Sydney Allard in 1961. It will be on weekend leave from its home at Beaulieu's National Motor Museum, flanked by the last remaining pair of Allard Dragons, the machines built by the Allard Motor Company in the mid-1960s.