


Revolution

July 2024

The official magazine of  motorsport uk

A DISCIPLINE APART

The best of British historic racing



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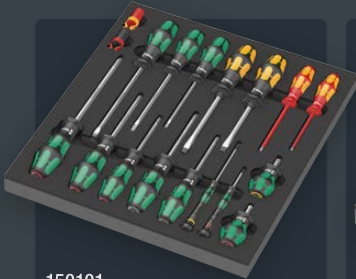
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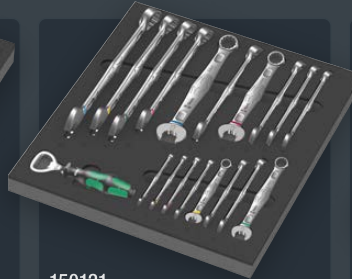
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INCLUDED



The 2021 Abu Dhabi Grand Prix remains as one of the most controversial F1 races ever, following the decision by the then Formula 1 Race Director, Michael Masi, to deviate from the rule book following a safety car period, thus leading to victory by Max Verstappen and allowing

him to clinch his first FIA Formula 1 World Championship. As everybody knows, this meant that Sir Lewis Hamilton was deprived of what would have been his record breaking eighth F1 World Championship title, and instead he is stranded on seven with co-owner of the top spot Michael Schumacher. We all witnessed those heartbreaking scenes in Abu Dhabi and more importantly the way Lewis dealt with the situation, even extending his hand in congratulations to Max after the race. In April this year Lewis gave an interview in which he described how he felt at that moment in time and as he recalled, 'he could either fall to the ground or rise

above it', and indeed he appeared to do the latter. In that interview he claimed to be at peace with what had happened and where he found himself. However, in the immediate aftermath of the British Grand Prix victory last weekend we could see just how much pent-up emotion had been contained over the last three years, and I'm sure that all of us felt immense relief that with this win, there is some degree of cathartic justice that will allow him to find the true peace that he had previously hoped to have achieved.

Sir Lewis Hamilton really is a titan, not just of Formula 1 and motorsport, but so much more broadly as a role model for hundreds of millions of kids around the world who relate to his groundbreaking crossover of fashion, music, style, charity work and sport. The reason that this is so important is that motorsport no longer survives in its own bubble but must have relevance and connectivity to contemporary society and culture. Lewis has been pivotal in helping us to achieve that. Now with 104 wins and the same number of pole positions, it is hoped that once again the ascendant Mercedes team will give him the opportunity for more victories before the



Dom Gibbons

King Charles, aged 19, attending the 1968 British Grand Prix at Brands Hatch



motorsport images

end of this season; and it sets up the fantastic prospect of Lewis driving for Ferrari next year with his confidence fully intact and the ambition to transcend even greater heights. At the age of 39 he has become one of the true grand masters of the sport and it is a curious feature of our sport that competitors, with an age difference of 20 years, are able to compete at exactly the same level of performance, as starting next year we will have Oliver Bearman, at the age of 19, competing with the Haas Ferrari team on a new multi-year contract. Sandwiched between them are Lando Norris, now 24, and George Russell at 26, both of whom are moving into the prime of their Formula 1 careers, with wins this season for both of them. What a brilliant position British motorsport is in on a world stage in 2025 to have four F1 drivers representing 20 per cent of the grid. By contrast three other countries have two drivers and the rest only one. It is a great reflection of the extraordinary pathways that have been built up over the decades in UK motorsport with the bedrock of their talent and skills formed in UK kart racing and different forms of national motorsport on our narrow and unforgiving circuits – Silverstone being the exception in that categorisation.

Our own British FIA Formula 4 championship has become one of the leaders in attracting international talent and this year has an influx of female drivers, with four competing in

the championship. It is very exciting that for next weekend's round of the F4 Championship we will take a trip to the Zandvoort GP track in Holland, and we will be joined by a further three female drivers raising the total to 7 out of 28 cars on the grid. (We are also joined by GB3 and Equipe GTS making it a British triple header). It is great that there is so much momentum behind female racing drivers, with representation across multiple disciplines and categories around the world, and I am sure that this trend is going to continue as we build the bottom of the pyramid through our initiatives with indoor karting, and arrive-and-drive karting, reaching thousands of girls across the country.

There were other aspects of the Grand Prix that are worth highlighting, such as the conclusion of the trophy project by ex F1 BAR Honda chief mechanic Alastair Gibson who designed and crafted the four winners' trophies in a spectacular combination of F1 derived carbon fibre and titanium. Lewis still held high the iconic RAC Gold Trophy, that is surely now the most coveted in world motorsport. Also, we were delighted to host the President of Motorsport UK, HRH Prince Michael of Kent, who is always a font of knowledge and keen wit as he traverses the paddock and garages. You will see from the photo that the presence of royalty goes back a long way as shown by the attendance of King Charles, when aged just 19 years as he attended

the 1968 British Grand Prix at Brands Hatch. My personal connection is through my godfather, John Gott (BMC Team Leader) who is to the left of him in the photo, who was a stalwart of the RACMSA and the Prince's host for the day. (I am not sure of the other people in the image but would be delighted to hear from anyone who can shed any light on it).

While reflecting on the British Grand Prix, I extend my enormous thanks to all the volunteers and officials who made this year's event run smoothly and successfully. The challenges of running an F1 event are significant from an organisational and logistical point of view, and yet everywhere I went in the Paddock, talking to teams and FIA officials, they consistently told me how the British Grand Prix ranks first in their choice of circuit, promoter and organiser in terms of the efficiency and the manner in which the event is run, and that is a direct reflection of everybody's dedication involved in the whole enterprise.

At the heart of that community is the incredible family of marshals who turn up year after year. In 2024 they had

to face distinctly unseasonal weather, that made the on-track action unpredictable and demanding on marshals' skills and made it considerably more difficult off the track from a logistical point of view. The event throws up many challenges that we absolutely acknowledge need addressing for the future. Already we have time planned with Silverstone to mutually agree how we can best support our vital community into the 2025 event; this is informed by our post event survey, so I would urge all attendees to complete and share their feedback. I am personally committed to ensuring that we do all we can to ensure that the event is as much of an annual celebration of British motorsport for our incredible volunteers as it is for the paying customers.

One other element which has come to the fore in the past month is that of Driving Standards in circuit racing. I hope you have noticed that Motorsport UK has been conducting a much more overt approach to both Race with Respect and Driving Standards across our circuit racing activities. This move resulted from research we did in the race community in 2022 and the insights were stark. The overwhelming



Nina Gademan, Abbi Pulling, Chloe Chong and Ella Lloyd represent the rising number of female drivers

majority of our community fed back that they felt driving standards had deteriorated in recent years and the result of this was that they had experienced material contact from other drivers, being forced off the track and damage to their vehicles. This provided enormous cause for concern, not only from the safety point of view, but also because our community expect that they are able to take part in the sport in a way that is enjoyable and fun. At the point where driving standards deteriorate it most certainly stops being fun and introduces the potential for huge accident-related costs that should be avoidable and prevented.

In some recent cases the community directly involved with some championships and races have decided to take further action above and beyond that of Motorsport UK, and I think this reflects the consensus of the wide community that poor driving standards and lack of respect for one and other has to be stamped out; there simply is no space in our sport for people who do not show respect for others and who behave

in a way that can cause damage to their fellow competitors vehicles. Motorsport UK is fully committed to using our judicial system to enforce this principle and will work closely with race organisers and championship promoters to ensure that everybody adheres to the highest standards of behaviour.

After that rather serious note, I am delighted every week to receive reports from across the UK from hundreds of events across all our disciplines where the entry lists are full, and events are deemed a be a great success for all of those involved. As we are now approaching the peak of the year, I wish everybody in our great sport the best of luck in organising, competing and officiating at our events in the coming month. Let's keep it safe, fair and fun! 🌀

Best regards,
Hugh Chambers
CEO, Motorsport UK

Huge thanks to all the volunteers and officials who made this year's event run smoothly



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Inside *Revolution* this month: **Star Cars of Historic Racing**: Attracting new and younger competitors to this exciting discipline; **Charity work** among the motorsport community. Touring ideas from an assortment of club **Touring Assemblies** on offer this summer; Who do you support? **Go To Guide** at PFi; My **Lessons Learned – with Garry Pearson**; plus, **National Court, What's On** and more...



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BRITISH GRAND PRIX
**HITECH GP
F2 PIT & PADDOCK TOUR**



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**VOLUNTEERS
A DAY IN THE LIFE**



2024 FORMULA 2
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2024 FORMULA 1
BRITISH GRAND PRIX
CHIEF INCIDENT OFFICER



2024 FORMULA 3
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A Discipline Apart

Famous machines from another era, or humble classic street cars racing wheel-to-wheel, historic racing has it all – here are some highlights from historic circuit scene

Motorsport has always been about man and machine, but in historic racing it is the cars and the stories behind them that are the real stars. The UK classic and historic racing scene is thriving, and the appetite for both vintage legends right up to modern classics has resulted in a rich pool of memorable machinery now racing around the UK.

There is no official definition of a historic car and although Motorsport UK outlines 'Defined Periods' for vehicles, these are more related to safety regulations, and it is down to Clubs and Championships to define the era which they want to take racing. The general cut-off has long been acknowledged as 1981, but as time moves on, the FIA now defines the minimum age limit up to the end of 1990.

Either way, the very essence of this form of motorsport is eloquently defined and distilled in the Motorsport UK rulebook, where Historic competition is simply defined as being "a discipline apart" in which "one of the essential ingredients is a devotion to the cars and to their history, enabling the active celebration of the history of the motor car."

And what history there is. There is a wealth of different Clubs running historic categories in the UK including – but not limited to – the 750 Motor Club, the Historic Racing Drivers Club (HRDC), the Historic Sportscar Club (HSCC), the Classic Sports Car Club (CSCC), Motor Racing Legends (MRL) and Masters Racing. Each has an impressive roll call of classic racing machinery.

Lenham Sprite GT

Restorer: Richard Colburn,
Westbourne Motorsport

Driver: James and Ben Colburn

Club: Historic Racing Drivers Club



Lotus Europa

Driver: Malcolm Johnson

Club: Classic Sports Car Club



The first race meeting I ever went to was the 1968 BOAC 500km race on the Brands Hatch Grand Prix circuit, and the first car I saw when I drove in was John Miles' Lotus Europa Type 47 in Gold Leaf colours. I got my first racing license in 1973 and have raced many things over the years, but I was attracted to the Swinging 60 series and this car fitted in nicely.

Lotus built the original Europa with a Renault engine, then the Type 47 with the twin-cam engine, which were raced in Group 4 and were fairly competitive, but then Chevron came along with the B8, and they were just so much quicker, so they had a limited racing history in the late 1960s and they were also very successful in production sports car racing of the 70s.

This one is an original Lotus, built at Hethel in 1972, and it was an immaculate road car with no racing history when I bought it. The guy who sold me it was not keen on me turning it into a racing car – but it's still got the original walnut dash! It now also has a full roll cage, harness and all the rest of the safety gear, bigger brakes, stiffer suspension and so on.

The rules require it to have its original silhouette and it also has its original 1700cc Lotus Twin-Cam engine and Renault gearbox, it is just considerably more powerful now. It took around five years to get it to its current state, and it has done about 70 races in the UK and at Spa, with three outright wins and lots of class wins and podiums.

This car started life as a pre-1960s Austin Healey Sprite and was converted by Lenham. In the 1960s, people would take a road car to a coachbuilder, and they would convert it to make it look completely different. There were lots of companies making bodies for Austin Healey Sprites and all were slightly different, but Lenham was one of the larger producers.

These cars were all one-offs, not standard road cars, so there was no set specification for this particular vehicle because they would've had different engine sizes and bodywork and so on. This one has a 1,380 engine and it is a GT, so it benefits from a wider rear track, which makes it handle exceptionally well.

We acquired the car in a dreadful state with a lot of work to do. The floors were in good condition, but it had an MGB engine, which is much bigger than the original, and a lot of

hammering had been done to fit that in! We had to re-install the chassis legs, and the roof also needed changing because it had a Targa top cut out, maybe used for Road Rallying.

We found a company with the original moulds, so they made the bodywork for us as a one-piece fiberglass front with fiberglass top, and sides bonded onto the original chassis. We painted it in an original Sprite colour. After a two-year rebuild, it won its first event, the Weslake Cup for Midgets and Sprites variants at Goodwood Members Meeting in 2017.



The car had deteriorated with a lot of work to do...



This famous Healey racer has visited three continents over the past six decades

Lotus XV

Driver: Roger Wills

Club: Various

This car was originally bought from Lotus by John Coombs Racing Organisation with a letter from Colin Chapman saying it would only be sold on provision Coombs did not beat Lotus works cars! Bruce McLaren and Syd Jensen drove it at Goodwood in the 1958 Tourist Trophy, but it was mostly raced by Roy Salvadori, who won its final race at Oulton Park in 1958.

It was sold to an owner in Australia, where it had a long and successful 50-year history and I found it there in 2015. It was pea-green at this point and had the wrong engine in, but I knew its history and, having owned the ex-Graham Hill Lotus XV, this was almost the holy grail as it was raced by my hero Bruce McLaren.

I contacted then-owner Barry Bates to say I might be interested in buying it and he told me it was really an old piece of junk. He said his gardener had helped him prepare and race it and he was going to give it to him in his will –

but when I said what it might be worth and what I would pay for it, he took a deep intake of breath and said: 'Well, bugger the gardener then!'

I flew the car to the UK and prepared it for the Goodwood Revival and I was approached by a guy with a very strong Aussie accent. 'Are you Roger Wills?' he asked. 'Yes,' I said, to which he replied: "well, I am the gardener!" He had a scrap book full of stories about 40 years of the car and Barry in Australia – and that is exactly what historic racing is all about!



Jeff Bloxham



Jeff Bloxham

Austin Healey 3000 'DD300'

Driver: Karsten LeBlanc / Christiaan van Lanschot
Club: Motor Racing Legends / GT & Sports Car Club

The most successful Big Healey of all time, this car was originally a works entry for the Sebring 12-Hours and Le Mans 24-Hours in 1960, piloted by Peter Riley and Jack Sears. After being sold to privateer David Dixon's Ecurie Chiltern outfit, it returned to Le Mans in 1961 and 1962 and was highly competitive, although it failed to finish both times.

Two years later, disaster struck when Julian Hasler lost control of the car and rolled it in the 1964 Autosport Three Hours. It was rebuilt by John Chatham, who raced it in club events from Modsports to Sprints, and finally Historic events, for four decades, sharing with guest drivers including Stirling Moss, Jim Clark, Gerry Marshall and Barrie 'Whizzo' Williams.

In 2005, when Chatham was no longer himself able to race competitively, we bought DD 300 and commissioned a sympathetic restoration to return it to its 1961 Le Mans specification. It is now raced in the UK and overseas in all the major historic races, including Le Mans, Goodwood and Spa.

It is now one of the most raced Historic cars in existence, visiting three continents over the past six decades. Every time we race, we have a smile on our faces. It is an amazing car. It's hugely eligible, competitive and unique. This is the only Healey 3000 that raced at Le Mans that races today, and it is a privilege to race such an amazing piece of British history.

Morgan SLR

Owner: Simon Orebi Gann
Club: GT & Sports Car Club



This car, designed and built by Sprintzel Lawrence Racing (SLR) in 1961, is one of only three ever built – and uniquely it was the first and last to be completed, because its original owner, Gordon Spice, wrote it off almost immediately, so it was rebuilt after the other two had been completed.

The design was based on the Morgan +4, and the cars were raced competitively thanks to the lightweight one-piece aluminium body and its effective shape. This particular one was raced by several of its owners, eventually in the mid '70s by Sir Aubrey Brocklebank,

who painted it fire engine red after a fuel leak caught fire at Silverstone in 1975.

It then spent 29 years racing in the US after being exported by Bill Fink in 1976. I have owned and raced Morgans since 1995 and in the late 2000s, my wife Kare and I bought this car back to the UK and had it restored and prepared by Brett of Brands Hatch Morgans in time for the Morgan Centenary in 2009.

It was entered into the Le Mans Classic 24 last year and, 60 years after being originally built to race there and denied entry in 1963, it won the class! That makes it the only one of the three cars to have raced at Le Mans and the Revival. It also won the GT & Sports Car Cup series in 2020/21.



Racing at the Le Mans Classic

Wouter Melissen



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MG Y-type

Restorer: Richard Colburn, Westbourne Motorsport
Driver: Richard Colburn
Club: Historic Racing Drivers Club



We found this car at the back of a barn in Chichester. The Y-Type was made from 1947-53 and it was quite advanced for its time. It was one of the first with rack-and-pinion steering – most cars of the 1940s and '50s had a steering box; it had four hydraulic jacks so it could be lifted on its own; and it had 'suicide' front doors that open backwards.

There were two versions of it, and at the time it was a reasonably popular sporty saloon. They were raced, almost as a standard car, and in the period pictures of them racing at Silverstone you can see the headlamps have cones at the back that were sometimes turned backwards to make them more aerodynamic.

It was incredibly rusty when we got it and was not originally a racing car, so we converted it into one. It was a bit of a challenge. Its chassis is separate to the body of the car, so you can take the whole body off. Most cars of that era were like that, with a big strong physical metal chassis and a body just attached on top.

This particular car came with a wooden floor, and we had to make an aluminium one for racing, so it wouldn't catch fire. It would have been originally fitted with a 1,250cc engine, but we put in an MGB-

style engine and gearbox, which makes it more reliable and a bit quicker! It was a phenomenal amount of work, but it is fun now to have it out on track.



The former road car was restored and converted for racing

The next generation

The Historic Sports Car Club is working hard to encourage young participants into historic racing, and it is fast becoming a hotbed of new talent. Andy Dee-Crowne, CEO of the HSCC, explains what the Club has been doing to build this growing part of the sport.

"The average age of the drivers in the HSCC is quite high – it is an historic club that runs historic vehicles after all – but we are seeing several youngsters now getting involved in entry-level Formula Fords. Like modern F4 or F3, the HSCC Historic or Classic Formula Ford is an entry-level formula, it is very competitive.

"At our Brands Hatch meeting in July, we have more than 50 cars entered in the Classic and Historic categories, as well as recent big grids in our Historic

Formula Ford 2000 category last month at Thruxton.

"We have seen young drivers come to us from karting and progress into contemporary racing, or stay and do both. Samuel Harrison is a really good example. He came into the HSCC through Formula Ford and Mike O'Brien at Speedsport, and quickly became an accomplished driver and Championship winner.

"We have a lot of generations of drivers in the paddock, where families go racing and the young kids grow up, get into the car and take over the racing. There are people like Frank and Michael Lyons, who is now eight-time winner of Historic Monaco, and Matthew and Mike Wrigley. The list goes on and on.

"Getting young people into motorsport is particularly challenging, but there is great support from organisations like the Simon Diffey Foundation, which runs the Simon Diffey Heritage Motorsport Apprentice Award, established by Sarah Jane Adams-Diffey to continue her late husband's efforts in supporting youngsters.

"To encourage younger members, we also need to broaden the definition of what 'historic' actually means. Many now consider a 20-year-old car to be historic. When the Club was formed in 1966, the first race was won by a Jaguar D-Type, which at the time was only 10 years old. So, as time progresses, we should learn from history."



Reynard SF79

Owner: Adrian Reynard

Driver: Samuel Harrison

Club: Historic Sports Car Club



Retro motorsport

The historic racing scene is well established, with a range of Clubs and different categories for machinery dating back decades. However, with older car and part prices rising over the last decade, the historic premium, combined with a slightly younger driver pool keen to race cars they grew up with, has led to a market for 30 and 40 somethings who are looking to race sports cars, saloons and hot hatches from a slightly more recent time.

This has led to a growth in 'Retro Racing' and the Classic Sports Car Club is just one Club that is embracing this change. It now has two series that cater for specifically for these: Future Classics, for 1970s and 1980s cars, and Modern Classics, for the 1990s – the fields are full, and the events are highly entertaining.

The series include cars like the BMW E30, Porsche 944, Ford Capri, Jaguar XJS and MX-5 NA, all of which are popular race cars now approaching 30- to 40-years-old. The advantage is that these cars still have good availability and relatively simple maintenance, making the series more affordable for those looking to get behind the wheel of some 'modern classics'.

David Smitheram, Director of CSCC, says: "Even once common, normally aspirated hot hatches like the Peugeot 306, MGZR, Renaultsport Clio or VW Golf are nudging 20- to 30-years-old now. We have had a few drivers who have sold their 1960s car to skip forward a few decades, to race a Porsche Boxster S, a Lotus Elise and a BMW E36."

The scene is similar in the 750 Motor Club, where its Classic Stock Hatch Championship involves cars not yet old enough to fall under the general definition of historic.

Originally raced under the 'Stock Hatch' title, this older generation split off more than a decade ago and runs to the original rules that permit up to 1.4-litre 16V or up to 1.6-litre 8V engines.

The field of past favourites includes Peugeot 205 GTis, Vauxhall Nova GTEs, Citroen AX GTis, Ford Fiesta XR2s and XR2is, plus more unusual cars such as the Suzuki Swift GTi. The value of related road cars has risen, but ready-to-race versions typically cost £4,000-7,000.

All cars use Toyo control tyres, and most agree to skip pre-race event Friday tests, except for post-issue shakedown. This keeps costs to a minimum, even at the sharp end. Annual Club membership is £95, Championship registration is £140, and in 2024 the race entry fees vary from £350 to £385, depending on the circuit and whether it is a double or triple-header event.



David Stalard

The Formula Ford 2000 series was created as an accessible, cheap-to-run category which was faster than the 1600cc Formula Fords, and offered an extra stepping stone before Formula Three. The engine used in the cars was a 2-litre Ford Pinto engine from a Transit van.

The SF79 was designed for this formula by Adrian Reynard in 1979 and he went on to win the European Championship with one. This particular chassis is one of two that were run in Canadian Club livery, and it is still owned by Adrian.

It sat in his shed for quite a few years before we got it back on track last year.

My dad has raced historic cars in the past and saw it as a more attainable way for me to go racing. He also understood it more, and we could run it ourselves without the need for computers and so on. When we heard a rumour that Adrian might have a car available for someone to have a go in, we approached him, and he let us use it.

We tidied it up a bit and I raced the last round of the HSCC Championship as a taster. The series involves FF2000 cars

up to 1981 and there is not much between the cars. That event went really well – I came first and second – so we continued this year and I have won six of the eight races we have done so far.



Charlie Wooding



JEP

This British icon originates from South Africa which has helped its preservation

Mini Cooper S

Driver: Tina Cooper
Club: Classic Sports Car Club

A lot of the old Mk1 Minis of this age – 1964/65 – have perished, but because this one spent its life in South Africa, in a warmer and drier climate, it has survived really well. It was originally imported and built by Ian Curley, who has raced minis for many years, and he won the Masters European Championship with it.

I got bought it from Ian in spring 2019 – just in time for lockdown! – and although as far as I know it is not an original Cooper S – I'm sure a lot of them aren't – it does have full FIA homologation papers, so for all intents and purposes, it's a re-shelled Cooper S from that era.

Since I got the car, I've been racing for many years, and as I get older and I am getting a bit choosy, so I tend to cherry-pick where I race. I have done a one-off Masters race, the Silverstone Classic a few years ago, taken it to Spa with the CSCC and last year I did a few of the CSCC

Classic K races with Amy Watts, winning our class. I've also been invited to compete at Goodwood twice, once in the Members Meeting and once at the Revival in the Mini Cooper 60th anniversary race.

Like a lot of classic cars, these cars tend to be pricey to buy because they are well prepared and more-or-less collector's items.

Somebody did say to me that there are now more Mk1 Cooper S Minis racing than were ever built – whether that is true or not, I don't know, but there certainly seems to be a lot coming out of the woodwork.





McLaren MP4/1B

Driver: Mark Higson
Club: Masters Racing

The MP4/1 was a car that changed Formula One forever. Conceived by John Barnard, it featured a narrow front end to maximise sidepod downforce and was the first to feature a carbon fibre composite monocoque. It was so successful in its debut year that the evolution MP4/1B enticed Niki Lauda to come back from retirement in 1982.

Lauda used this very chassis to win the British Grand Prix at Brands Hatch, giving McLaren its first win under Ron Dennis, who had merged his Project 4 outfit with McLaren, hence creating the name MP4. This car was raced eight times by Lauda in 1982 before Briton John Watson took the wheel in 1983, winning the USA Grand Prix West.



Mark Higson is the current custodian of this pivotal car in British racing history

It was retired after its final race at Imola in May 1983 and was sold by McLaren to the Sultan of Brunei in 1998. Since then, it has been through several owners, including Ron Dennis himself, and was driven to two FIA Historic Formula One Championship titles by former owner Bobby Verdon Roe. I bought the car in 2021.

Our stories converge in a small way, because I was running the carbon assembly line at British Aerospace in 1980/81 when John was talking to the design team about a chassis – but he got more enthusiasm from Hercules and went there! The car is wonderful. It is very challenging to drive, and it attracts huge enthusiasm wherever we go. It really is a dream.



Check out some historic racing at the 2023 Goodwood Revival



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An emotional podium for Lewis and Lando



Lewis Hamilton wanted to deliver a strong performance at his last home Grand Prix for Mercedes



British Grand Prix Success

Silverstone brings out the best of British

The British drivers competing at Silverstone all wanted to put on the best show and topflight performances for their home crowds, and it got off to a good, if damp start, with Luke Browning taking Pole Position in the Formula 3 Championship at a rain-hampered qualifying session on Friday.

The typically-British weather continued to mix things up on Saturday, with the Formula 1 qualifying session also run under varying conditions – combining both sunshine, showers, and a bit of drama. As the session came to close, it was George Russell, Sir Lewis Hamilton and Lando Norris, who took P1, P2 and P3 – the first ever British top three in F1 qualifying at Silverstone, and the first British top three in qualifying since the 1968 South African GP, when Jim Clark, Graham Hill and Jackie Stewart were at the front of the pack.

Having set the initial pace during the first runs of Q3, Russell improved further on his final effort with a time of 1m 25.819s, putting him 0.171s clear of Hamilton, while Lando Norris followed in third for McLaren to complete an all-British top three.

George Russell was delighted to take Pole position

In the post-qualification press conference, Russell was asked about why the Brits are so good at Silverstone? “Grassroots in the UK is the most advanced in motorsport,” he said. “We are so fortunate to have so many great drivers who push each other through that journey, and so many great British drivers in the past [who] have inspired so many to get into racing.”

Once the delayed Formula 3 Sprint Race got underway, it was British and Motorsport UK Academy driver Arvid Lindblad, starting from second on the grid, who took the lead into Turn 1 to before driving off into the distance for his third win of this Formula 3 season.

The Feature Race also started with high expectations, with Luke Browning ready to lead the British drivers in another charge for victory. However, it was Arvid Lindblad again who made the best of the varying track conditions and brought home the win. Holding out on slicks for a mostly-wet race, Lindblad then worked through the pack on a drying track to finish second – however on-track winner Callum Voisin picked up a 10-second penalty, and Lindblad was promoted P1.

“What a race!” exclaimed Lindblad at the end. “I have no words... it was so sketchy out there with the conditions changing at all times, but we stuck to the slicks, and it paid off in the end, and do the double here at Silverstone, at home, it’s beyond my wildest dreams.”

>>>>>



Dom Gibbons



Lando Norris was one of three British drivers to lead the race

Don Gibbons



Arvid Lindblad made the Formula 3 podium his own twice over the British Grand Prix weekend



As Sunday's Formula 1 race, got underway, the home crowd were treated to the best of British, as the Grand Prix took many twists and turns across the 52 laps.

Pole-sitter George Russell lost the lead to Hamilton soon after the race got underway, with the two Mercedes cars battling ahead of the McLaren pair as the rain rolled in. At one point each of the top three British drivers, Russell, Norris and Hamilton, took a turn to lead the race, as the rain challenged the best strategy calls.

After mixed conditions for the early laps, with a typical Silverstone track of dry in places and wet in others, the skies cleared and Hamilton picked up the pace, pitting for slicks one lap before Norris – who then had a slow pit stop – to become the new race leader. Then tragedy struck Russell, who retired from the race early with a water system issue. As the remaining laps unfolded, and tyres were swapped again, Max Verstappen was able to pass Norris for P2, with Hamilton going on to claim a record ninth win at a single Grand Prix circuit, and his 104th career win.

“This is my last race here at the British Grand Prix with this team and I wanted to win it for them,” remarked an emotional Hamilton.

The other McLaren of Oscar Piastri took fourth place, while Aston Martin's Lance Stroll and Fernando Alonso finished in seventh and eighth respectively. Alex Albon scored two valuable points for Williams in ninth.



The spoils of victory for Lewis Hamilton and race engineer Peter Bonnington

Ian Redhouse receives Marshal Award

Ian Redhouse has been awarded the 2024 Qatar Airways British Grand Prix Marshal Award at Silverstone for his dedication and service to motorsport.



Redhouse began marshalling aged 14, before going on to marshal at the British Grand Prix in 1975 and has been a mainstay at the event – with 51 date bars attached to his RAC British Grand Prix badge.

Beyond the Grand Prix, Redhouse has been a long-serving volunteer on the UK motorsport scene, dedicating 58 days of his time in 2023 alone.

A self-confessed lover of motor racing and speed, Ian finds that marshalling quenches his thirst for speed.

George Russell presented Redhouse with the award during the drivers' parade on the grid in front of packed grandstands at Silverstone.

On receiving the award, Ian commented, “I feel deeply honoured to receive this award from Motorsport UK. As a marshal we always play the supporting role to the main players and so it is terrific that we get thought of and included within the timetable of a very busy day. I recommend anyone considering marshalling to give it a go.”

The trophy, made from used F1 racing car parts and recycled materials is designed and made by local artist Alastair Gibson. Inspired by nature and modern engineering, it weighs 3.5kg and features the names and dates of all podium winners from the past 59 British Grand Prix.

Find out more about volunteering in motorsport at www.motorsportuk.org/volunteers/marshals/



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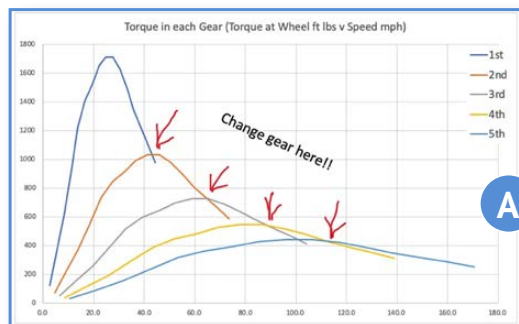
“So, is that a 3rd or 4th gear corner...?” is a question that every race driver ponders at some point. So, which is correct?

Despite numerous paddock gurus offering advice like “change gear at max revs;” “at the rev limiter;” “at peak horsepower;” or “at peak torque;” these feel-based metrics often fall short. If you have ever guessed what gear to be in, read on. Here is a simple, objective method on how you can work out the ideal shift points for your car.

The problem with ‘feel metrics’

Driving alone can’t definitively tell you about the best gear for a corner. While you are probably pretty close, if you’re looking to improve your lap times, then changing at the right time is an easy win – especially for those tricky ‘in-between gears’ corners. Of course, you can experiment over consecutive laps, and you could get their eventually, but this is time-consuming, imprecise and expensive.

Luckily, you can forego the myths, and (fairly easily) calculate the ideal RPM to shift gear for the fastest possible acceleration. For a step-by-step guide on how to do this for your own car, see the QR code link at the end of this article. What you’re aiming for is to create a chart like the one below **(A)** for your car.



This chart shows you the thrust at the wheels in each gear for the speed of your car. Where the lines cross is your ideal shift point, giving you more torque at the wheels than staying in the current gear.

Unfortunately, each gear change results in a different RPM drop which make this calculation almost impossible to do in your head while driving. As you can see in the next graph **(B)**, for the car in this example, with this engine tune and this set of gearing and final drive, the ideal shift points are different (up and down) in all gears.



Calculate for your car

The team at Your Data Driven has produced a comprehensive guide on constructing a spreadsheet with your own data.

You will need

- Your engine’s torque curve from a rolling road test.
- Your car’s gear ratios and final drive ratio.
- The circumference of your driven tyres.

Calculation 1: Speed and RPM

- Create a table showing road speed versus RPM for each gear using the gear ratios and tyre circumference.

Calculation 2: Torque and Ratios

- Calculate torque at the wheels for each gear by multiplying engine torque by the overall gear ratio (gear ratio multiplied by final drive ratio).

Calculation 3: Optimal Shift Points

- Determine the road speed at which torque curves for different gears intersect.
- Create an RPM shift chart for each gear to for maximum straight-line acceleration.

In practise

With this data and your own graphs, there should be less doubt about whether Turn 2 is a 3rd or 4th gear corner in your car. Yes, there is more to it than this – nobody wants to change gear mid-corner or change-up right at the end of the straight... but it is useful to know what the ideal gear should be and therefore what compromises you’re making going away from that. If you use a data logger, you can also include this in your analysis.



Woolbridge Motor Club gears up for British Hill Climb Championship

Wiscombe Park has hosted rounds of the British Hillclimb Championship since 1961 (three years after the first meeting) with Woolbridge Motor Club taking over the organising reins since the 1990s.

Prior to the event, work is carried out in conjunction with Wiscombe Ltd, whose volunteers manage the motorsport at Wiscombe for the estate owners. This involves the installation of safety barriers and tyre walls, plus the cutting of grass banks and verges, the rhododendrons, and sometimes the odd tree, many of which line the testing serpentine course.

Pre-event preparations are not just restricted to the venue itself. An organising team needs to be in place months ahead to ensure that appropriate administration is completed, that senior officials, including Clerk of the Course and Secretary of the Meeting have been appointed, and that there is liaison with the organisers of the British Championships to guarantee that regulations and class structures are correct.

Another key official is the Chief Marshal who has the responsibility to enrol an adequate number of proficient marshals who will support the officials and competitors and attend any incidents along with the licensed rescue team and doctor. Such thorough pre-event preparation will hopefully pay dividends during the event.



Approaching the finish line at Wiscombe Park



Climbing the Wiscombe Park hill

Photos: Stafford Associates

motorsport uk

**CERTIFIED
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New Coaching Cohort Dates

The next cohort for Motorsport UK's Certificate in Coaching Motorsport Qualification have been released.

The ninth cohort begins with a series of webinar sessions on Tuesday 20th August, and concludes with the Applied Coaching block workshop and assessments in November.

To find out more about the programme and other Motorsport UK Coaching information, see www.motorsportuk.org/get-started/coaching/.

To apply to join the motorsport coaching fraternity in cohort nine, register your interest [HERE](#) and email it to coaching@motorsportuk.org

Applications are sought for Motorsport UK Committee and Advisory Group Members



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
- 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

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.

National Motorsport Week is underway

Get your club involved today

From 11th-21st July, the motorsport community is encouraged to celebrate National Motorsport Week, a nationwide campaign to celebrate and promote the sport.

As well as celebrating the vibrancy and health of motorsport from grassroots to international competition, the week will inform and promote the many ways to compete in motorsport without need for prior experience or significant budgets, with taster events happening across the country.

The success of National Motorsport Week is dependent on the engagement of the motorsport community to promote and share their stories of their journey in the sport.

There are many ways to get involved by promoting National Motorsport Week on your own channels.

Share your stories and content

If you have a great story to tell we'd love to hear it. Email the details to our team Club.development@motorsportuk.org

Videos or photos shot on iPhone are ideal, as are in-car GoPros – especially if this shows a driver reaction. Our social team can work with landscape or portrait orientation or a mix of both. Please send large or multiple files via WeTransfer to club.development@motorsportuk.org

When promoting National Motorsport Week, please use **#NationalMotorsportWeek** and we look forward to seeing you throughout the weekend!



Social Media

Motorsport UK has produced a simple to use 'I'm / We're Supporting National Motorsport Week' graphic that can be edited in Canva. You can tailor this graphic with your own imagery and share across social media to show your support.

Simply follow the link [HERE](#) and follow these steps:

- Scroll down and click 'Use template for new design'.
- If you've got an account already – brilliant – just login. If not, create a new one.
- Source the image you wish to use and drag it onto the screen
- Resize it so it fits the free section and once you're happy, right click, go to 'Layer' and click 'Send Back'. That will pop the image underneath the graphics.
- Click on the guidance text and then the little trash can to delete it
- On the top right, click 'Share'
- Go to 'Download' and change file type to JPG
- Keep the size as it is
- Click select pages and remove '2' so only '1' is selected and click 'Done'
- Click 'download' and it'll save to your computer
- It's now ready to post!

We recommend sharing it on social media with a small anecdote of your experience in motorsport with a call to action for followers to find out more via www.motorsportweek.org

Furthermore, we encourage clubs and events to use the social media graphics available on the Get Involved section of the website – <https://motorsportweek.org/get-involved/>

Motorsport UK has created graphics for every discipline, but if you require something bespoke to your event, club or discipline, please do let us know and share some imagery via media@motorsportuk.org and we can produce it for you.





P	STANDINGS	VEHICLE	PEN	R1	R2	PTS
1	Yevhen Sayko ~2,409 - INTERMEDIATE	MAZDA MX-5 CUP 76		1 - 1	2 - 5	157
2	James Smaggasgale ~2,016 - ROOKIE	MAZDA MX-5 CUP 680		4 - 5	3 - 4	121
3	Matthew Gale ~2,102 - ROOKIE	MAZDA MX-5 CUP 87		3 - 10	4 - 2	118
4	Tomasz Kulik ~2,048 - ROOKIE	MAZDA MX-5 CUP 18		2 - 3	7 - 9	111
5	Jack Cavalier ~2,009 - ROOKIE	MAZDA MX-5 CUP 56		7 - 2	8 - 8	98

P	STANDINGS	VEHICLE	PEN	R1	R2	PTS
1	Mike Pierce ~2,271 - INTERMEDIATE	GR CUP 28		1 - 7	1 - 1	158
2	Ash Hill ~2,342 - INTERMEDIATE	GR CUP 18		2 - 2	5 - 3	139
3	Stas Ivanyuk ~2,294 - INTERMEDIATE	GR CUP 22		3 - 1	9 - 2	135
4	Jack Cozens ~2,042 - ROOKIE	GR CUP 20		6 - 3	3 - 8	111
5	Sean McArdle ~2,055 - ROOKIE	GR CUP 32		4 - 6	4 - 5	111

2024 Rookie Sportscar Cup

The first two rounds of the 2024 Rookie Sportscar Cup have delivered some classic races

Round 1, held at Oulton Park at the beginning of the month, saw Mike Pierce put car 28 on pole in the GR86 Cup, while Matthew Gale was the fastest qualifier in the Global Mazda MX-5 Cup, just one tenth of a second quicker than Jeremy Woollven in P2.

For Race 1, Pierce was able to convert his start position into a race win, picking up an extra bonus point for the fastest lap of the race as well. In the Mazda-based race, Gale could only manage third place, as he was beaten to the finish line by Tomaz Kulik in second, and by race winner Yevhen Sayko. Sayko also took the fastest lap bonus point.

In Race 2 the GR86 Cup winner was Stas Ivanyuk, who started in P2. Pole-sitter Pierce had dropped down to seventh at the chequered flag, while Ash Hill took second place after qualifying third. Jack Cozens rounded out the podium, despite only starting in 11th place on the grid. Matt Hawtin took the bonus point fastest lap.

Sayko was back on form for the Mazda race, taking his second win, by a comfortable 12 second margin. Jack Cavalier was next home, having started back in ninth, and Race 1 winner Kulik completed the podium. The bonus point for the fastest lap went to Nicole Reilly.

For Round Two, a week later, the series moved to Laguna Seca, the US-based circuit and home to the famous 'corkscrew' set of corners.

In qualifying for the GR86 race, Ivanyuk and Pierce battled for Pole, with Ivanyuk coming out on top by four-tenths, meanwhile the in Mazda MX-5 Global Cup, a new contender arrived as Belal Oosman took Pole from Kulik.

Race 1 at Laguna for the Toyota racers was won by Pierce again, and Ivanyuk could only manage ninth place. Second on the podium was Sophie Aeronwen, who started in third place, and the last spot went to Cozens, who had improved his qualifying time to start on the second row this time. Aeronwen also took home the bonus point for fastest lap in the race.

Once the Mazda MX-5 Global Cup race got underway, it was Oosman who went from lights to flag, with Sayko close behind. British driver James Smaggasgale was able to grab third, improving on his fourth-place finish at Oulton Park. Oosman took fastest lap of the race as well.

Race 2 was dominated by Pierce in the GR86s, finishing 14 seconds clear of Ivanyuk and third-place Hill, and taking the fastest lap bonus as well. Linda Noble stepped up in the MX-5s and drove from seventh on the grid to take the win ahead of Gale who started alongside her in eighth. Dave Young completed the podium, with Jeremy Woollven taking fastest lap.

So, after two rounds, the Series table has Mike Pierce leading Ash Hill in the GR86 Cup, and Yevhen Sayko ahead of James Smaggasgale in the MX-5s. Round three moves on to the Japanese city of Tsukuba, with Snetterton and Lime Rock Park still to come.



Industry Insider

Revolution spoke to Motorsports Games CEO Stephen Hood

How has Esports progressed over the last three years?

There's lots of different organisations, everyone can pop up left, right and centre and say that they are running an esports event... so it's become a buzz word, thrown around in an industry that I've been in for the past 30 years.

One of the reasons why Motorsport UK has entered this arena and tried to increase what we all agree, is some much-needed professionalism within the space, is because it's incredibly fragmented. Esports a few years ago was a sure-fire way to raise some money, but it hasn't progressed as quickly as we had hoped, certainly within the virtual motorsport space.

One of the reasons is that most racing titles are built for solo play – there is only one winner. In many other online games, you can be part of a squad with your mates, and go online to battle people around the world, so it becomes very social, yet racing was always one person, one car, one winner.

While Motorsport UK isn't trying to determine a particular direction, I think there are opportunities to take esports to the next level. It could be a lot stronger if we unified in some sense.

How is the sport likely to develop?

I would hope there is a focus on grassroots, the amateur level of esports. I would like to spread the reach of esports to make it more inclusive. People are dipping into this for entertainment – to live out the

fantasy of being a motorsport hero at their own level. I think through the influence of Motorsport UK, there is a possibility to do that, and to not lose sight of the fact that we are providing entertainment.

At Motorsport UK, they have got a very good handle on integrating with different people, different communities, different goals. In a united space we would understand there is an opportunity to grow quite significantly. Video games, and particularly esports, lag behind other areas when it could be phenomenally inclusive. Motorsport UK entering this space gives us the chance to wind the clock forward and to catch up.

The biggest challenge is influencing people to communicate and determine a future together. A lot of teams and individuals have their own objectives, and their own goals, and sometimes they conflict with one another. Motorsport UK are very 'hands off', they don't want to be seen to be driving in a particular direction, but they do

want to be seen to be facilitators, and as such, democracy brings about slow change. We have got to find the right balance. Rather than giving a direction, we need to work on [finding] one together.

And finally, what is the latest on Le Mans Ultimate?

We launched into early access in February this year. It has a huge effort from our team to get the game out the door, to recognise the beauty of the Le Mans World Endurance Championship, the different drivers, the different classes... Le Mans has done so well over the past 12 months, with Aston Martin and Ferrari battling in there... plus Porsche... everyone is coming to the table. There is a new era of hypercars which really resonates with gamers, it's not a single-make series – there's a variety there which our audience really enjoys. So right now, we are busy developing new content, new features... with more cars and tracks coming to keep the entertainment flowing. 🌀



@Msptuk_esports

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

Truck racing drives change

With an increasing focus on sustainability the 2024 British Truck Racing Championship (BTRC) is a force for good.

Fuel card and fleet management solutions provider Silvey Fleet and fuel supplier BWOC have been appointed as sustainability partners of the heavyweight series and they are sole suppliers of Renewable Diesel (HVO) for race events over the course of the season.

Made from 100 per cent renewable and sustainable feedstocks, HVO can achieve a net 90 per cent reduction in greenhouse gas emissions. It is a safe and easy drop-in alternative that can be used in place of conventional diesel without the need to make any engine modifications.

“Partnering with the BTRC is an exciting opportunity for Silvey Fleet, allowing us to demonstrate our commitment to offering customers sustainable solutions, and play our part in shaping the energy transition,” said Miriam James, Managing Director of Silvey Fleet.

Amy Jones, Managing Director of BWOC added: “We want to help customers decarbonise by offering innovative fuel solutions that can help reduce their CO2 emissions.

“Supplying Renewable Diesel (HVO) to the BTRC is helping ensure the organisation meets its commitment to reducing carbon emissions and enhances the positive impact racing can have on the world.”



Graham Holborn

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Sustainable Rally Charter

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Over the past few years, motorsport has been challenged as a sport around its sustainability credentials. This has been most prominent in the Rally community, specifically around forest rallying. Motorsport UK has been working with the forestry bodies across the UK to showcase the efforts to meet Net Zero goals.

It is important to recognise that many Clubs are already making great progress with their own sustainability activities – however Forestry Stakeholders for Rallying require all of us to demonstrate how the sport as a whole is going to play its part in moving towards a more sustainable existence. Without the Sustainable Rally Charter, the access we have enjoyed over many, many years is at risk.

The rally community acknowledges its role in creating a more sustainable future. By adopting this charter, we are agreeing to action on demonstrating more sustainable behaviours to sustain the sport.

As a discipline that uses the natural environment to create its events, the rally community is often seen as being stewards of the environment. Working together with Motorsport UK, venues and spectators, it will reduce greenhouse gas emissions, protect biodiversity and work with local communities to run motorsport events, to ensure they can go on for years to come.

The following clubs have already signed up:

- Beverley & District Motor Club Ltd
- Wolverhampton & South Staffs Car Club
- Sixty & Worcester Motor Club
- Malton Motor Club
- Furness District Motor Club Ltd
- Mull Car Club
- Northern Ireland Motor Club Ltd
- Manx Autosport Ltd
- Scottish Motorsport Marshals Club

If your Club organises multi-venue Closed Road and Forest rally events, and is not yet a signature on the Sustainable Rally Charter, please contact rally@motorsportuk.org through the chair or secretary of the club to confirm your club agrees and sign the Sustainable Rally Charter.



Sign-up now!



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For more details see www.motorsportuk.org/about-us/partners/member-benefits/

SSCC Charity Streetcar AutoSOLO raises £1000

The Scottish Sporting Car Club's (SSCC) charity Streetcar AutoSOLO last month had over 30 competitors racing for a cause and saw some thrilling action on the track.

The event used mirror image routes running back-to-back ensuring the excitement was full throttle for both competitors and spectators alike. At the end of the day six seconds covered the top three, with Ali Burgess taking top honours in his Mazda MX5 NC.

However, motorsport is about more than just competition – it's about community, connection, and giving back. The SSCC is committed to making a positive impact through regular charity work, and this event raised over £830 in donations, and the club has proudly topped this up to £1000. Monies raised were split evenly between the Beatson Cancer Charity and Abused Men In Scotland (AMIS).

This would not have been achieved this without the generous support of the event partners. A special thank you to Looking toilet hire for donating the Portaloo's, Rallyscore for waiving their fees for the event, and Irvine Bay Events for providing free access to the site. When added, these fees significantly boosted the total funds raised.

In addition to supporting these great causes, part of every entry fee for all the Club events goes towards Trees for Life, helping to restore the Caledonian Forest and protect wildlife in Scotland. To date, SSCC has planted 101 trees with more to be planted after each event we run.

The Scottish Sporting Car Club believes that motorsport is not just about the thrill of the race; it's about driving positive change and giving back.



THE CHALLENGE

The Girls on Track event at Whilton Mill karting circuit

Gender Equality is an ongoing issue in the global workforce with STEM-related roles predominately male dominated. Despite efforts to address this through various initiatives, Engineering UK reported a drop in the number of women in engineering and tech roles from 16.5 per cent in 2022 to 15.7 per cent in 2023, which represents a decrease of 38,000 in the workforce.

Motorsport appears to be making progress on this front, notably with the Iron Dames which fielded an all-female crew in the latest 24hrs of Le Mans race, finishing in an impressive 5th position in the LMGT3 category, alongside Jamie Chadwick and Abbi Pulling recently making history by becoming the first women to win a race in the Indy NXT and F4 championships respectively. With 40 per cent of Formula 1's fan base being comprised of women and girls, it has only seen a slight improvement in its workforce gender split from 28 per cent in 2018 to 31 per cent in 2022, in mainly the lower pay quartile.

What we do

Enovation Consulting, founded by former F1 engineer Dr Cristiana Pace, is a B Corporation, two-star FIA environmental accredited female-owned and female-led company leading the sustainability and innovation work in the motorsport industry. With a mission to Engage, Educate, and Empower in Sustainability and STEM, Enovation Consulting works to make motorsport more sustainable, equal, and accessible.

Well aware that STEM related skills will play a big role in the achievement of the sustainability goals of the motorsport sector, from helping the industry research more sustainable fuels and materials to the data and innovation piece attached to the Net Zero strategy, Enovation Consulting has collaborated with Girls On track since its inception in 2019 to craft and deliver exciting and meaningful activities that

inspire and enable young girls and women to pursue a career in STEM and / or Sustainability.

This year, the successful partnership with Motorsport UK to support outreach to primary and secondary school children in the UK has grown stronger with the inclusion of Dumarey Green Power, allowing more events to be covered and increasing the outreach of this impactful project. Both Dumarey Green Power and Enovation Consulting share the belief that 'if you can see it, you can be it', working together to engage over 1000 girls this year in England and Scotland.

Girls on Track initiative

Enovation Consulting and Dumarey Green Power have been an official STEM partner of the FIA GoT UK initiative since 2018, incorporating STEM into the initiative through the delivery of a workshop which challenges the girls to build an F1 car using LEGO™ and code it for racing. This activity can often give them a chance to experience engineering for the first time in a fun and educational environment which helps nurture their interest in motorsport.

At the latest Girls on Track event Held at Whilton Mill karting circuit, over 50 girls participated in a range of motorsport related activities, including a pit stop challenge, Go Karting and our LEGO™ STEM activity. Aside karting, they also had the opportunity to meet female role models such as racing driver Jamie Chadwick, Former F1 engineer and Enovation Consulting CEO Cristiana Pace, as well as Williams F1 female engineers from different departments such as aerodynamics and composites, and motorsports presenters. After spending time with the Girls on Track attendees, Jamie Chadwick, Williams F1 academy driver, ambassador of the programme and one of the most accomplished female drivers in motorsport, praised that there are 'a few future racing drivers, engineers, presenters among them'.

StreetCar Festival Launched

Motorsport UK is hosting the inaugural StreetCar Festival at Bicester Motion celebrating the UK's vibrant grassroots motorsport community



Launched in 2022, StreetCar enables anyone to get behind the wheel of their car and enjoy grassroots motorsport, by joining an event at their local motor club. Disciplines including Autotest, Car Trials, Cross-Country and Road Rallying can be enjoyed with a standard unmodified road car and a free RS Clubman licence available online, all for minimal cost.

Many of the twelve StreetCar disciplines will be showcased, allowing visitors to get their first taste of motorsport and to connect with Motorsport UK clubs.

StreetCar clubs will be out in full force, representing the various disciplines and connecting with anyone interested in getting involved in motorsport – from volunteers to navigators and drivers.

“Our StreetCar Festival is the chance to celebrate all our StreetCar clubs and community”, announced Claire Kirkpatrick, Head of Club and Community Development, “while enabling anyone who is keen to get involved in motorsport to ask any questions they may have and, of course, to get behind the wheel.”

“The StreetCar Festival will be a true celebration of the variety of disciplines that anyone can participate in and is the first of its kind to bring so many disciplines together at one site,” added Hugh Chambers, Motorsport UK Chief Executive Officer. “Holding the StreetCar Festival at Bicester provides an opportunity for our community to come and visit us, while enjoying a range of disciplines and entertainment.”



Ian Gillian receives prestigious SMMC Award

Scottish Motorsport Marshals Club (SMMC) Chairman – and Chair of the Motorsport UK Marshals Advisory Group, Garry Headridge, arrived at the Doune Hillclimb last month and surprised marshals, officials and drivers during the lunchbreak with a presentation to honour a marshal with nearly 60 years' experience in motorsport.

SMMC Member Ian Gillian has a calm, quiet and unassuming approach to most things but the SMMC is delighted to recognise his immense contribution to motorsport through the presentation of the Jim Clark Marshalling Award. The Award is the most prestigious made by the Club, and is presented to a member who, in the sole opinion of the Trustees, had made a significant contribution to motorsport marshalling and safety in Scotland.

Ian is a traditional 'all round' marshal and has a long and varied career in motorsport. He was a race flag marshal at Ingleston from 1965 until the venue closed in 1994. He has been actively involved at Knockhill since it was opened in 1974, and

continues today, while His involvement in speed events began with visits to Doune starting about 1968. After a move south with work, he returned to the 'hills' in 2006. Rallying started to feature in Ian's diary in the 1970s and '80s on events such as the RAC, Burmah, and the RSAC Scottish Rally. More recently he has supported events including LeJog, The Flying Scotsman, and the Jim Clark Rally – plus he was at Barbon Hillclimb in Cumbria the weekend before receiving this award.

As well as being a stalwart of the marshalling community, Ian is a Marshal Assessor (Speed) and a Motorsport UK licenced trainer.



First awarded in 1994, Ian is the 20th Club member to receive the Award.

SMMC Chairman Garry Headridge presents the Jim Clark Marshalling Award to Ian Gillian

Meet the DiSE Ambassadors of the Year

Two rising young stars from the world of GT racing and Rallycross have been awarded the Motorsport UK Academy DiSE Ambassador of the Year accolade in recognition for their hard work and dedication to the programme in recent years: Liona Theobald, who competes in the GT Cup Championship, and Will Ovenden, who is in the 5 Nations BRX Swift Sport Rally Championship.

The pair were selected based on feedback from their college tutors, Academy coaches and external partners, who declared they had demonstrated exceptional conduct and had the true values and behaviours expected of an individual representing a National Governing Body on a talent development pathway. We spoke to them both about the award, their values and their future ambitions.

How important are hard work, dedication and commitment to becoming a competitive driver?

Liona: "All three are equally important. There is a lot of hard work put in – some of which you can see, some of which goes on behind the scenes. I believe that dedication is linked closely with commitment and you need both to succeed, as well as always enjoying what you do."

Will: "Hard work is one of the most important things a driver can give towards their career. I feel like I can always work harder, but when I want something bad enough, that motivates me to put the hard work and dedication in to it."

How do you feel DiSE has helped you to progress your driving career?

Liona: "Massively – from the lessons enhancing my knowledge in specific subjects to detailed fitness sessions with Porsche Human Performance. The flexibility the course provides has allowed me to focus on my driving career whilst still achieving educational qualifications."

Will: "It has helped me with getting the most out of training and having the correct mindset going into competition weekends. Before I started, I believed that what you do on the day matters most, but now I have learned that preparation is just as important."



Will Ovenden





What do you think are the most important values a driver should represent to be successful?

Liona: "You need to be professional, committed, determined, confident and inspiring."

Will: "I think the best value a driver can have is to be committed, as all drivers need 100 per cent dedication to their goals, especially when it comes to getting sponsors and when training. If a driver can put lots of time in and be fully committed, they are much more likely to be successful."

How are you doing this season?

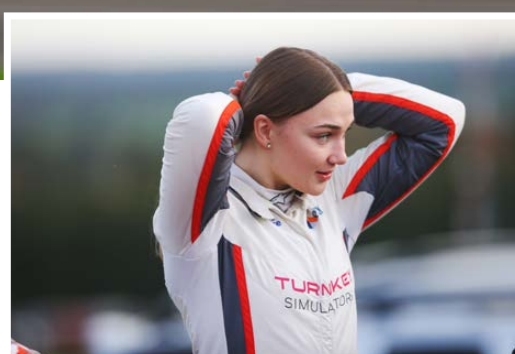
Liona: "This is my first season in endurance racing with pit stops, longer driver stints and more strategy, so that provides learning every time out in the car. The past three years have been amazing, progressing through the ranks with Ginetta Cars and gaining more knowledge both on and off track."

Will: "This year I stepped up from juniors and the change in pace is noticeable, but I have picked it up quickly. I have won every round but one so far this year."

What are the hardest things about breaking through as a young driver that aren't talked about enough?

Liona: "For me, it is finding the budget to race. It is no secret that motorsport is an expensive sport and I cannot thank my partners enough for supporting me and being part of my journey to achieve my goals."

Will: "The good parts of being a young racing driver far outweigh the bad. We are extremely lucky to be in the position to race. The main struggle for me is putting more pressure on myself as I am always thinking about how my performance now will affect my career."



Liona Theobald

Is there anything you do in training or event preparations that you feel set you apart?

Liona: "Consistency is very important and that can make you stand out from others, striving to be the best you can be every day then aiming higher. Preparing is all about a routine. I find it very beneficial as it gets you into the correct mindset and warmed up for the session ahead."

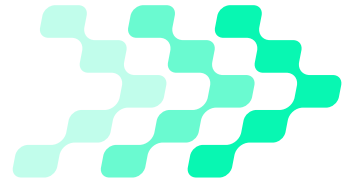
Will: "The best training method for me is visualisation of different scenarios leading up to the race weekend. It is not as effective as real testing, but it definitely helps get the extra experience and refreshes my memory of each track."

How important is maintaining motivation, particularly away from competing?

Liona: "Extremely important, especially if there is a break from racing. As soon as one event is over, I am already on a countdown to the next. However, keeping focused on your goals and what you want to achieve through competition is a great motivator."

Will: "Motivation is a very important part of racing for me. I need to be having fun to want to put the work in and get the car running. You must be careful that it does not become a chore, but the on-track enjoyment is what motivates me to keep putting the effort in." 🌀

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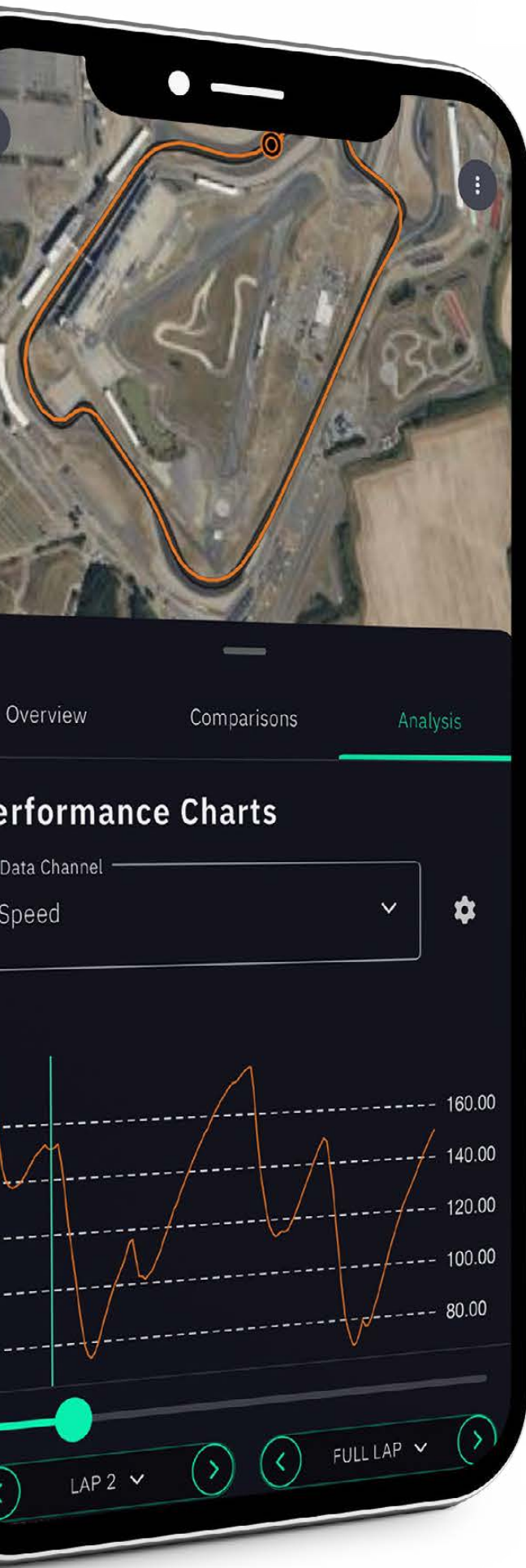
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Steve Harris



Motorsport UK was saddened to learn of the death of Downton Motor Club's President Steve Harris.

"Steve was the life, spirit and driving force behind Downton Motor Club and he was synonymous with the fabulous heritage of Downton Engineering

Works", reads the club's Facebook tribute, but there is much more to his motorsport story.

Downton Engineering Works (DEW) was founded in 1947 by Daniel and Bunty (Veronica) Richmond. They were great friends of Major Richard Chichester and Major Charles Lambton, and are believed to have been instrumental in persuading the Major's to establish Wiscombe as a speed hillclimb venue in 1958.

Steve started his engineering apprenticeship with DEWs in July 1964. He went on to become an Experimental Workshop Engineer. Downton had forged a very strong relationship with BMC and the Mini. By the mid-1960's celebrities were queuing up to purchase a Downton tuned Mini. It is believed that even Enzo Ferrari owned one of the mighty Mini's. The business thrived with Daniel heading up the engineering operations which Steve was an important part of, and the formidable Bunty managing everything else.

By the late 60's, both BMC and Downton were known worldwide for engineering excellence. Great success was achieved on the Monte Carlo Rally starting in 1964 with a win for Paddy Hopkirk and Henry Liddon in a Mini Cooper S. This success was equalled in 1965 by Timo Mäkinen and 1967 by Rauno Aaltonen using the Cooper S with engines built by the BMC Competitions Department at Abingdon utilising components supplied by Downton. This led to a big demand for "tuning kits"- and by the end of the decade Downton were employing 80 staff and supplying up to 100 kits every week. Steve would have been at the forefront of the burgeoning reputation of Downton.

In 1971 Steve decided to leave Downton and joined forces with George Toth & Richard Longman (also ex DEW's) to form Richard Longman & Co. The company based in Christchurch soon established themselves as leading motorsport engineers specialising in Mini's. Richard promoted the business with success on the track winning the RAC Tricentrol British Saloon Car Championship (now British Touring Car Championship) in 1978 and 1979 with the iconic Patrick Motorsport liveried Mini 1275 GT. They went on to further success with the equally iconic Datapost Austin Metro and Ford Escort in the early 80's.

However, following the untimely death of Downton founder Daniel Richmond in 1974, his widow Bunty asked Steve to return to Downton to undertake the role of Workshop Manager. Unfortunately, by then the business was at a low ebb, and Bunty decided to wind the business up just six months later. Sadly, Bunty passed away in 1976.

Steve purchased the parts and equipment from Downton Engineering and established his own successful engineering and tuning company – Steve Harris Engineering in Sandleheath. The high standards and reputation of Downton continued.

When it was decided to reform the Downton Engineering Works Social Club (DEWS) following a reunion of ex-Downton employees in 2006, Steve was at the forefront. It was rebranded Downton Motor Club in 2017 and Steve remained at the helm only retiring from his role as Chairman at the AGM in November 2023. He continued in the new role of 'Club President of Downton Motor Club'.

A great and highly respected engineer, Steve will also be remembered as a passionate racer too. He was the last competitor with a Downton "works" supported car which he successfully drove in the Mini Miglia Championship of 1975. Steve also enjoyed speed hillclimbs as well as circuit racing. He competed at Gurston Down's inaugural event in 1967.

Steve will be remembered as a true gentleman – both on and off the track. His enthusiasm, humour, drive and dedication will be sadly missed by all at Downton Motor Club.

Steve Harris and his association with Downton and the Mini will live on in the memories of many.

Motorsport UK sends condolences to Steve's widow, Brenda, children Nicola and Mark, and all the Downton Motor Club family and friends.



Nigel Cole

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 12th June
Case No. J2024/10

Appeal of Suspension of ASN Licence – UK RTA Disqualification **Philip Anthony Rawson**

Decision

This is an Appeal lodged by Philip Rawson against Motorsport UK's decision to suspend his Competition Licence.

The Hearing is held remotely courtesy of Teams. Mr Philip Rawson appears with his father Mr David Rawson who, with the Court's agreement, will speak for Philip. Mr Jamie Champkin and Sian Woolley appear for Motorsport UK.

The facts are that the Appellant, who already had three penalty points on his licence for a speeding offence, received a further six penalty points for having driven a vehicle in July 2022 without insurance. The Appellant, who held a Competition Licence in 2023, appeared before the Northern Derbyshire Magistrates Court sitting as the Chesterfield Magistrates Court on the 15th March that year where he was charged with a Drink-Driving offence and disqualified from driving for a period of twenty-two months.

Motorsport UK determined that it was considered incompatible to hold a Competition Licence while disqualified by law from holding a Road Traffic Act licence.

Notwithstanding notification earlier that year that any Competition Licence holder who was disqualified from holding a Road Traffic Act licence was under an obligation to immediately notify Motorsport UK of that fact such that the Competition Licence would be suspended for the period of disqualification imposed by the Court, the Appellant failed to notify Motorsport UK.

Moreover, the Appellant subsequently applied for and received a Competition Licence for the current year, 2024. Upon being informed by a third party of the Court's decision to disqualify the Appellant and upon enquiry, Motorsport UK immediately suspended the Appellant's Competition Licence. It is against that suspension that Philip Rawson appeals.

Mr Champkin for Motorsport UK confirms to the Court Motorsport UK's stated position that it considers it incompatible to hold a Competition Licence while disqualified from holding a RTA licence. He refers the Court specifically

to General Regulations H.3.1.1 and H.3.1.2. Such Regulations state that Licences issued remain the property of Motorsport UK who reserves the right to withdraw or suspend a Licence at any time.

Mr Champkin confirms Philip Rawson's right to appeal and to Motorsport UK's entitlement to refer the matter to the National Court (General Regulation A.2.2.3.).

Mr Champkin also accepts that notwithstanding the bold assertion of incompatibility and the absence of any specific General Regulation dealing with loss of an RTA licence, the Court on an appeal such as this has a discretion to suspend a resultant penalty (C.2.1.3) as would be the case of a penalty imposed for breach of a General Regulation.

Mr Rawson, for his son and by way of mitigation of the seriousness of the offences, explains to the Court with great clarity the circumstances of each offence and explains the detrimental effect this suspension has had upon his son and upon his career.

The Court, after considerable deliberation and having regard to all that Mr Rawson has most helpfully explained to the Court, find that regardless of the individual circumstances giving rise to the offences, the seriousness of those offences, i.e. Drink Driving and Driving without Insurance, are such as to justify Motorsport UK's decision to suspend Philip Rawson's Competition Licence.

It is accordingly Ordered that:

- (a) this Appeal is disallowed
- (b) any fee paid on lodging the Appeal shall be forfeit
- (c) the Appellant shall pay a contribution to the costs of the Court in the sum of five hundred pounds (£500).

A. Scott Andrews, Chairman
12th June 2024

Sitting on 2nd July 2024
Case No: J2024-12

Disciplinary Panel
David Munro (Chair), Nigel Thorne, Alex Maunders
Harry Yardley-Rose
Licence Number: 273855

Jamie Champkin appeared on behalf of Motorsport UK.

Harry Yardley-Rose appeared in person and accompanied by his father.

1. 1. Harry Yardley-Rose appeared before the National Court as a consequence of having received 13 points on his Competition Licence within a period of twelve calendar months.
2. The matter having been referred to the Court under NCR C.2.1.8.
3. In the absence of any exceptional hardship having been advanced on his behalf, the Court concludes that his Competition Licence be suspended until 19 August 2024.
4. Costs are ordered in the sum of £500.

David Munro, Chair
2nd July 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.

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

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

britishmotorsporttrust.org

SCAN TO MAKE A DONATION



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Sitting on 2nd July 2024
Case No: J2024-13

Disciplinary Panel
David Munro (Chair), Nigel Thorne, Alex Maunders

Darrell Taylor & Dylan Thomas
Licence Number: 220814 and 184665

Jamie Champkin appeared on behalf of Motorsport UK.

Darrell Taylor and Dylan Thomas appeared in person.

1. The National Court has considered the linked cases of Dylan Thomas and Darrell Taylor who were competitors in the 2024 Manx Rally.
2. Mr Taylor was the driver and Mr Thomas was the co-driver of car number 60.
3. During the course of the Event on SS8 their Ford Fiesta collided with and caused damage to a Manx telecom connection box.
4. They were unable to continue the Event and their car was quickly recovered and removed from the area by their Service Team.
5. Mr Taylor was aware of the damage to the telecom connection box, but his co-driver was not.
6. After the Event, Mr Thomas completed a 'Damage Declaration' form which stated: "I have not been involved in any accident causing damage to property or injury to persons during the Event"
7. This was evidently incorrect, and it is understood that damage estimated at £4,632.67 plus VAT was occasioned to the telecom box.
8. On discovery of the damage the matter was reported to Motorsport UK who have referred this matter to the Court pursuant to NCR R.40.1.3 for further disciplinary action.
9. Both competitors accept that an incorrect declaration was submitted.
10. The Court therefore concludes that the appropriate penalty is to suspend their competition licences until 9th August 2024.
11. Each is ordered to pay £250 costs.

David Munro, Chair
2nd July 2024



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Revolution has pulled out six of the best videos from behind-the-scenes at the 2024 British Grand Prix! For all of these and more, visit www.motorsportuk.tv and make sure you never miss a moment!

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Race Manager
The responsibilities and challenges of a FIA Formula 3 Clerk of the Course

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RACING FOR A GOOD CAUSE

UK motorsport is blessed with individuals and organisations driven to make the world a better place

The motorsport community has a fantastic track record of supporting those less fortunate or afflicted by injury sustained while competing or volunteering at motorsport events. At club level, many Motorsport UK registered clubs will have a nominated charity which they then fundraise for as part of their regular club activities – often with an easy-to-manage donation point included when signing on for meetings or events. Whether supporting their local air-ambulance service,

or fighting cancer, the motorsport community knows how to deliver on fundraising and awareness.

On a larger scale, many motorsport-based companies, teams and individuals, partner with charities which they, or their employees and their families, may have closer links to. Here Revolution highlights just a few of these partnerships and underlines the benefits and support which these organisations provide.



MOTOR SPORT CHARITY

The **BRDC Benevolent Fund** was founded in 2000 to support BRDC Members in times of need. In 2008, the Charity extended its reach to include people from the wider motorsport community involved in the participation, promotion or administration of motorsport, including but not limited to, competitors, marshals, officers, employees at motorsport venues and those involved in the design, construction, testing, repair and supply of parts for vehicles intended for competition use.

In 2018, to reflect this wider reach, the name of the charity was changed to the BRDC Motor Sport Charity. The Fund supports people with financial grants and advice during times of need. In recent times, families struggling with the cost-of-living crisis have been supported with winter fuel payments. Other examples of support include purchase of disability equipment and white goods, counselling support for children who lost a parent in a racing accident, and the funding of specialist therapies for children with life-changing illness or disability.

www.brdc.co.uk/BRDC-Motor-Sport-Charity



Powered by Spinal Injuries Association

A spinal cord injury is life-changing, but it needn't be life-limiting. Frank was paralysed in a car accident aged 44 but went on to achieve so much. Many others, paralysed by a spinal cord injury, are not given the chance to live a fulfilled life with hope, purpose, and dignity. Frank knew that and supported Spinal Injuries Association (SIA) throughout his life to change this situation. The Frank Williams Academy is his and his family's legacy for his community.

Through information and training, the Frank Williams Academy aims to empower people with spinal cord injury to take control of the decisions that affect their lives.

Through education and training, the Frank Williams Academy aims to equip health and care professionals with the expertise to provide safe, appropriate care to people with spinal cord injury.

Through research and development, the Frank Williams Academy aims to give people with spinal cord injury a voice to influence and improve training and education.

Better education, care and support enabled Frank to achieve so much, however many in the UK do not get the help and support he did. Please support SIA so that together, with the Frank Williams Academy, they can help many more people with spinal cord injuries realise their dreams.

<https://frank-williams-academy.justgiving-sites.com>





Mission Motorsport, The Forces' Motorsport Charity was formed in 2012 to aid in the recovery and rehabilitation of those affected by military operations by engagement through motorsport and opportunities through the automotive industry.

Recognising and capitalising on the astonishing inspirational and healing power of the sport, the charity hosts hundreds of service personnel, veterans and their families at a variety of events; from small community focussed events at Three Sisters in Wigan, to car control days at Thruxton Skidpan, networking opportunities for those leaving the services at Silverstone; track days at Croft and Goodwood, to full blown race weekends such as the charity's flagship event Race of Remembrance, including a 12-hour endurance race at Anglesey Circuit.

The charity's latest project is to not only repair a Category N accident damaged Subaru BRZ bringing it back to its former glory, but to convert it to a FIA compliant race car with hand controls allowing those with disabilities to enjoy the thrill of driving, making the sport more inclusive.

Race of Remembrance is a special Pitlane Service of Remembrance with a twelve-hour endurance race attached and is UK motorsport's way of not only commemorating those who have fallen in battle, but a chance to support those who still carry the scars of their service with them. Celebrating the event's 10th anniversary this year, there are more ways than ever to get involved. From hosting your own fundraising events, to endurance karting and entering the race at Anglesey, Race of Remembrance is open to everybody.

www.missionmotorsport.org



RACE AGAINST DEMENTIA

Race Against Dementia was founded by Sir Jackie Stewart OBE – winner of three Formula 1 World Championships – after his wife Helen was diagnosed with frontotemporal dementia.

Race Against Dementia identifies, funds and guides pioneering scientist and research teams across the world including in the UK, Australia, Europe, South Africa and the USA. All are striving to achieve better diagnoses, understand risks, develop treatments and find a cure for dementia – faster.

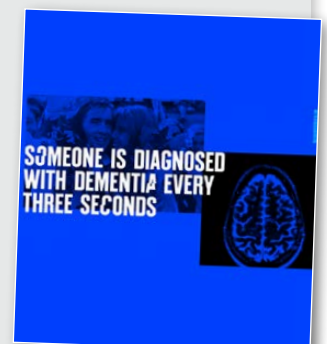
Race Against Dementia applies a Formula One mindset to train researchers and research teams, disrupting current practice, sharing technologies and forging new collaborations across disciplines, institutions and industries.

Race Against Dementia has partnerships with Formula One, Red Bull Racing, McLaren Racing, The James Dyson Foundation, Randox, and the John Clark Motor Group.

“Coming from an industry where pioneering engineering is at its best, I believe that by investing in innovative and collaborative research driven by the world's most promising scientific talent, we will accelerate the identification and development of novel drugs with the potential to transform the lives of patients and their loved ones. Your donations will fund this groundbreaking research into new treatments so that together we can cure dementia. I hope that mine and my wife's story encourages people around the world to join us in the ultimate race.”

Sir Jackie Stewart OBE

www.raceagainstdementia.com





With the support of a Formula 1 team, which has a global following, the team at **Mind** know they can reach even more people experiencing a mental health problem, and who might need help.

The partnership with McLaren Racing, which ran from July 2020 to December 2022, raised a huge amount of money to support people experiencing a mental health problem. The partnership also raised significant awareness of mental health and Mind among McLaren Racing's workforce, within the wider Formula 1 industry, and with fans across the world. During the partnership, the McLaren Racing drivers spoke publicly in both the press and on social media about the importance of looking after their mental health as athletes in a high-pressured sport; from being able to perform on track with full focus, to confronting and dealing with pressures off it. Lando Norris supported the By Your Side campaign.

Research by Mind has found that nearly a third of people say that hearing celebrities or those in the public eye talk about mental health helps to normalise the topic, and more than one in 10 have sought support for their mental health because of this.

Throughout Mind's partnership with McLaren Racing, the charity advised and supported their workplace wellbeing programme to help staff with their mental health.

In the summer of 2023, Mind was chosen in a staff vote to become Mercedes' charity partner. Mind has lots of exciting moments coming up, including regular Go-Karting fundraisers and a much-anticipated charity football rematch between Mercedes and Aston Martin later this month.

Both Mercedes F1 drivers have also talked passionately about mental health before, and Mind will continue to work alongside the team to support the drivers to do even more of this.

www.mind.org.uk

BRITISH MOTORSPORT TRUST

The **British Motor Sports Training Trust** was first established in May 1977 to specifically support the safety training of volunteer marshals and officials across the sport. The Trust adopted its new working title of the 'British Motorsport Trust' during 2023 to emphasise that available grant aid support was not limited purely to training.

The Trust has three 'pillars' of activity:

- Its continuing support of volunteer officials' safety Training through Motorsport UK approved programmes
- The Trust's Safety Development Fund, which primarily supports the provision and equipping of licensed Medical / Rescue Units which are active in our sport and which rely on Medics and trained and qualified volunteers to enhance safety management in general and also to deliver potentially life-saving skills at major incidents, and this alongside Trust grant aid support towards costs for certain venue safety improvements (where supported by the Motorsport UK Safety Inspectorate).
- Special Projects – the latest example of which has been its support given through a partnership funding arrangement with Motorsport UK and Circuit Owners / Operators to enable the progressive introduction of FIA specification light panels across a range of UK race circuit to further improve safety.

The Trust relies on charitable donations and income from investments to fund its work. In the last couple of years there has been an increase in the number and level of legacy bequests generously made by benefactors, which have been most welcome, and donations small or large can be made individually by any enthusiasts or supporters of motorsport through the 'Donate' button on the homepage of the Trust website. Every single donation made benefits the Charity and further assists its good work.

<https://britishmotorsporttrust.org>



Spinal Track, a charity dedicated to giving free Track Days and Rally Experiences to disabled drivers, were featured in the April edition of *Revolution* – click [HERE](#) for details.



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PF International Kart Circuit

PFi is currently celebrating its 30th anniversary, later this year is hosting the FIA World Karting Championships. Located in the beautiful Lincolnshire countryside, the circuit has grown both in infrastructure and stature, and is now often referred to as the UK's finest karting facility.



Nigel Edwards, PFi's Race Director and Club Chairman, gave us the low-down on the venue.

Track history

Purpose-built for karting, the circuit was the brainchild of owner Paul Fletcher, who has been involved in motorsport since the 1950s. It was built in 1994 and achieved International A-Grade status in 2011. The venue is home to Trent Valley Kart Club, which organises the Motorsport UK events, and KHL, the circuit management team, who run corporate karting.

The circuit boasts some of the most impressive facilities in the UK, both on and off circuit, including a bridge with fly-over, FIA Grade 3 marshal post lights and a complete circuit camera system. The tarmac paddock offers free electrical connections and the podium features a huge 4m x 3m digital screen.

>>>>



Circuit: PF International Kart Circuit

Location: Grantham, Lincolnshire, NG32 2AY

Length: 1,382m

Website: www.kartpfi.com

Fascinating fact

PFi has attracted some famous names including Lewis Hamilton, who won the Cadet Club Championship in 1996, Max Verstappen, who took the top step of the podium at the FIA European Championships in 2013, David Coulthard attends to watch his son race, and Michael Schumacher, who also visited the circuit to watch his son and, while there, helped a delivery driver reverse his truck through a busy paddock!

Categories and events

All non-gearbox kart categories, from Bambino to Seniors, can compete at PFi in Motorsport UK events, and the venue also attracts the IAME and Rotax classes. The Club accommodates all licence grades, from novice to International, and all levels of ability.

There venue hosts monthly Club race meetings, welcomes visiting British Championships, and runs the annual Motorsport UK Kartmasters British Kart Grand Prix. In September 2024, it will also host the FIA World Karting Championships. There are also regular corporate bookings, ARKS testing, taster sessions for newcomers, and an annual marshal training day.

How to get on track

Drivers wanting to compete at a TVKC event at PFi need to have attained their Motorsport UK licence. This can be done by taking an ARKS test, which is a facility offered at the circuit. If track testing is what you are looking for, PFi is open for owner/driver two-stroke practice three days a week for TVKC members. Rental karts for arrive-and-drive sessions can also be booked – for availability and pricing, see www.kartpfi.com/pricing.



Racing at PFi is great for both drivers and spectators

Adam Gumbs Photography



*Clerk of the Course
Dan Ashton
oversees the racing*

Adam Gumbs Photography



The split-level kart track is a great place to race

Adam Gumbs Photography

Visitor Information

■ Best corner

The first sequence of corners is crucial and must be treated with respect. Exiting the main straight flat out at maximum revs and around 120 kph, the driver flicks right then left to enter under the bridge. This daunting high-speed change of direction is immediately followed by a banked left-hander that tightens into a left / right over the bridge.

■ Best viewpoint

The track at PFi is fully surrounded by spectator banking, giving 100 per cent visibility of the whole circuit. The heated first level Panorama Room is popular for indoor viewing or if you want to truly feel the atmosphere, the covered grandstand is the place to be.

■ Best spot for photography

Crossing the start / finish line is always a popular photo opportunity with the grandstand in the background and drivers often punching the air as they cross the line first. Always a crowd pleaser.

■ Great things to do nearby

The market towns of Stamford, Grantham and Newark are all on the doorstep, as are the cities of Lincoln and Nottingham. Belton House and Park makes a great day out as does a visit to the Newark Air Museum or the National Civil War Museum. Those that like animals can visit the nearby Alpaca, while Boundary Mill shopping outlet is perfect for retail therapy. You can also learn about the local history at Newark Castle and visit the many Robin Hood attractions nearby too.

■ Best place to eat

The on-site restaurant serves a variety of hot and cold food and drinks as well as freshly made pizza cooked on the outdoor wood fired pizza oven or a bratwurst sausage smoked over hot coals.

■ Family fun

The high-speed karting action is spectacular to watch and a spectating at PFi is a great family day out. There are plenty of areas to view from, depending on the weather, while live timing screens keep you up-to-date with what is happening.

■ Where to stay

The nearby towns of Grantham and Newark have plenty of accommodation and there are also plenty of more rural places to stay nearby. Some of the recommended ones are listed here <https://tvkc.co.uk/where-to-stay/>

■ Best pub

There are lots of lovely county pubs to choose from in the surrounding villages. These include the Brownlow Arms in Hough On The Hill; the Hare & Hounds in Fulbeck; and the Generous Briton in Brant Broughton.

■ How to get there

There is great road access from A1 / A46 / A17, the closest airport is East Midlands and the closest train stations are Newark North Gate, Newark Castle Gate and Grantham. There is even a circuit helipad if you are travelling by helicopter.

Josh East Photography



The podium and large screen



Pfi has an impressive start / finish grandstand and viewing area

KartPix

Two Rivers Tour

Organising Club: Forresters CC

Date: Sunday 21st July

<http://forresterscarclub.co.uk/events/two-rivers-tour>

This event gets its name from a route that traverses the Rivers Wye and Usk on numerous occasions. This year will be its seventh running, with an expected full entry of sixty interesting cars setting off from the David Broome Eventing Centre near Chepstow. Cars of all ages enter, from Hillman Imps and Volvo Amazons to Porsches and a rare Plymouth Cricket.

Participants will initially follow the lanes through Monmouthshire and the Wye Valley, stopping after fifty miles for hot drinks, cake and a local brass band performance. Lunch is taken forty miles further on in Crickhowell, on the edge of the Brecon Beacons, with the final 40-mile leg on spectacular mountain roads back to Chepstow for a two-course Carvery.



Fiona Evans, the event entries secretary, says: "It always amazes me the wide and varied number of cars that enter. We have a large number of returning participants that like



Two Rivers tour

the relaxed atmosphere, our professional organising style and the food! Some crews come from as far afield as Derbyshire, Somerset, and Oxfordshire, making the tour into a long weekend.

Neil Fuller and Richard Shorey plan the route and add: "We grew up competing in road rallies on many of these lanes – just in the dark, without the views! Each year we try to find new roads and we have some cracking ones for this year, one with spectacular views to the Brecon Beacons and another over the Severn Estuary and its two suspension bridges."

Tour of Speyside

Organised by: 63 Car Club (Elgin)

Date: Sunday 28th July

<https://63carclub.com/event/tour24/>

This event offers participants the opportunity to enjoy some of the lesser-used driving roads in the region. The field of fifty cars will set off from beside the Moray Motor Museum in Elgin and head east to pick up the River Spey, following it south before crossing and heading back north towards the coast.

The tour stops for lunch at the Knowes Hotel in the beautiful seaside town of Macduff before heading back inland through the historic Banffshire lanes for the second half. Here, the route follows the River Deveron towards Huntly then heads back into Speyside for a finish at the British Legion in Dufftown.

The event, which is now part of the StreetCar initiative, was founded by friends Stewart Christie and David Law. "We have participated in a wide variety of events in the past," reveals Law, "including another local Club's tour Stewart's Toyota Corolla GT, but most tours in the north east of Scotland typically target single-make owners clubs or classic cars.

"This tour was born to create an event that was inclusive to all types of cars and to allow Club members who did not regularly participate in events the opportunity to be part of something. It was initially run every two years but has now become an annual fixture of the Club calendar."



Haunted Lincolnshire Classic Car Tour

Organised by: Mablethorpe & District MC

Date: Sunday 1st September

www.mablethorpedmc.co.uk/haunted-lincolnshire-classic.html

This event, now in its 14th year, follows quiet roads around the Lincolnshire Wolds, picking out some haunted history. Past events covered the Dambusters' Guy Gibson and his dog, whose ghostly apparition is local legend in Woodhall Spa; the paranormal hare of Bolingbroke Castle; and RAF Manby, the UK's second most haunted airfield.



Starting at Horncastle Garden Centre, the route offers beautiful views through the rolling Wolds and far-reaching views of the Lincolnshire coast. It includes a lunch stop and hot drinks and cake at the finish outside Market Rasen. It typically attracts classic and vintage vehicles, but all cars of interest are welcome, including 'modern classics'.

Long-time participant Louise Wagg says: "It is always a delight to partake in this event, with old friends and new ones. The local Lincolnshire roads offer a perfect blend of winding country lanes and the lunch halts are always a highlight, giving the opportunity to stretch the legs and enjoy a delightful picnic amidst the stunning countryside.

"People are always interested in the ghostly elements – including the particularly eery Metheringham Lass, who waves down drivers on rainy nights and then mysteriously disappears after requesting help following a motorcycle crash! With the wealth of abandoned airfields in Lincolnshire, there is plenty of history to explore."

Tour of Mann

Organising Club: HRCR / Motorsport IOM

Date: Saturday 10th August

tourofmann@gmail.com



This year marks the inaugural running of this event. Part of the new Motorsport UK StreetCar initiative, it will involve a stunning 115-mile run through the Isle of Man's picturesque scenery, including some of the roads involved in legendary Manx Rally Stages.

The event, which will raise money for Isle Stand up to Suicide, is open to three- and four-wheeled cars of any age and the organisers are aiming to create a diverse entry. The full day of activity includes a lunch stop in the village Sulby and concludes at Babbage's Bistro and Bar.

Organiser Mark Quayle says: "We are looking forward to welcoming locals and off-island entrants who enjoy the sheer pleasure of driving their cars, meeting like-minded owners and discovering some driveable roads they may not otherwise have found.

"We will provide a road book with tulip diagrams including information on points of interest as well other elements like petrol stations and toilets. It is a great event for crews to catch up with people they have met on other events, exchange stories and help each other out."



Classic Car Tour, South Oxon

Organising Club: South Oxon CC

Date: Sunday 28th July

<https://southoxoncarclub.co.uk/444924705>

This new event is part of the Motorsport UK StreetCar initiative and will follow a 70-mile route through some of the most stunning areas of the Cotswolds. The first step into classic cars for South Oxon CC, it is open to anyone with a passion for motoring with cars ranging from vintage to modern classics made prior to 1994.

It begins in Witney and covers plenty of interesting sights, including the Alpine F1 factory, distant views of Jeremy Clarkson's Diddly Squat farm, a stately home that was a Rally Stage on the Network Q Rally, a crossing of the Oxford Canal and a pass-by of Silverstone race circuit before ending up at Preston Bissett nurseries.

Organiser Timothy Sawyer says: "I have taken part in many events over the years, as well as historic road rallies, but this is my first scenic tour as Clerk of the Course. Having lived in the area for many years, I have driven many of these roads over the years in my own Mk1 Escort so it was easy to create a stunning route for the tour."



A new Streetcar event touring the Cotswolds

Rose and Thistle

Organising Club: Wigton MC

Saturday 17th August

<https://www.wigtonmc.co.uk/events/index.php>

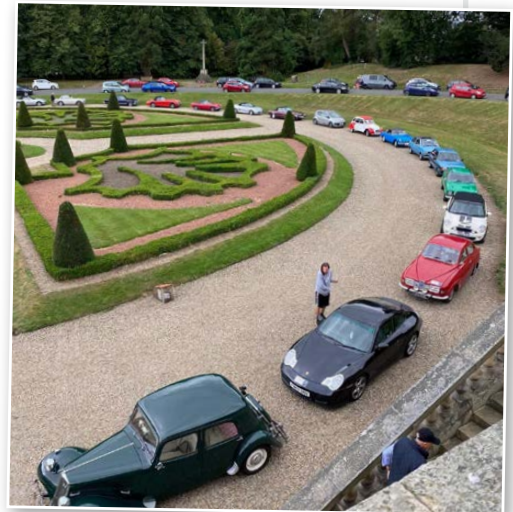
This event is part of the Club's Classic and Motorsport weekend and is followed on the Sunday by a show at Dalemain by Ullswater. The route picks up some stunning north Cumbria countryside, running close to the Scottish Border and Northumberland, and includes lunch at Hexham Racecourse and a finish at Penrith Golf Club.

The tour heads north to the sparsely populated 'Debateable Lands' and into the Bewcastle area, famous for its huge herd of Belted Galloway cattle. Upon reaching Hadrian's Wall, it heads east towards Hexham, south of the River Tyne, over Plenmellor and

Whitfield Commons and along the west flank of the Pennines to finish at Penrith.

Event organiser Ron Palmer says: "We have up to 80 cars taking part, ranging from a 1929 Alvis through the many British cars of the 60s, 70s and 80s to an increasing number of later Jaguars, Aston Martins and Mercedes. Entrants include former rally and racing drivers, classic car enthusiasts and many who are entirely new to motor club events.

"Already this year we have entries of 26 different makes and 44 different models – so it is a veritable motor



show on its own! A tour can be a good taster event for those wanting a first step to competing as many organisers have a rally history and retrace routes from Road Rallies of the past, avoiding built up areas and busy A roads wherever possible."

Valleys and Villages Tour

Organised by: Devizes & District MC
 Date: Sunday 4th August
www.ddmc.co.uk/classic-tour

Starting with breakfast rolls at Royal Wootton Bassett Rugby Football Club, this is a 110-mile run through the picturesque Southern Cotswolds, including the Vale of the White Horse, Hungerford Common, Savernake Forest and the Marlborough Downs, as well as lots of quintessentially pretty English villages.

This year's event, which raises money for Wiltshire Air Ambulance and Blood Cancer UK, includes a lunch stop at Newbury Showground, where the West Berkshire Classic Vehicle Club are holding their Annual Show, and the group reconvenes at the end of a full day for an evening meal back at the Rugby Football Club.

The event typically involves classic cars produced prior to 1986, but welcomes anything "a little bit different" with the oldest entry so far being a 1928 Dodge Victory 6. The entry list also includes MGs, Morgans and Austin-Healeys, a Marlin Roadster, a Pilgrim Sumo and a Hillman Super



Minx. This is for cars that owners enjoy driving, rather than a Concours d'Elegance!

Jill Shepherd, organiser, participant and former marshal, says: "Everyone takes part for the sheer pleasure of driving their classic cars, meeting like-minded owners and discovering some driveable roads they may not otherwise have found. We provide a road book with tulip diagrams and OS map extracts and some people even plot their own maps.

"We include information on points of interest passed, where to find petrol stations and toilets, and we also have a few optional easy-to-spot treasure hunt questions to keep navigators amused! Many crews taking part catch up with people they have met on similar events, exchange stories and help each other out."



Jack Flash Photography

Get on Tour

All the Touring Assemblies that have applied for Motorsport UK permits can be found on the Motorsport UK event finder website – www.motorsportuk.org/events/find-events

Simply select the type of Event Permit you are searching for – TAs use a 'Certificate of Exemption', and then choose the event type – 'Touring Assembly / Procession'.

For further details on upcoming StreetCar Tours, see <https://streetcarmotorsportuk.com/rallying/touring-assembly>

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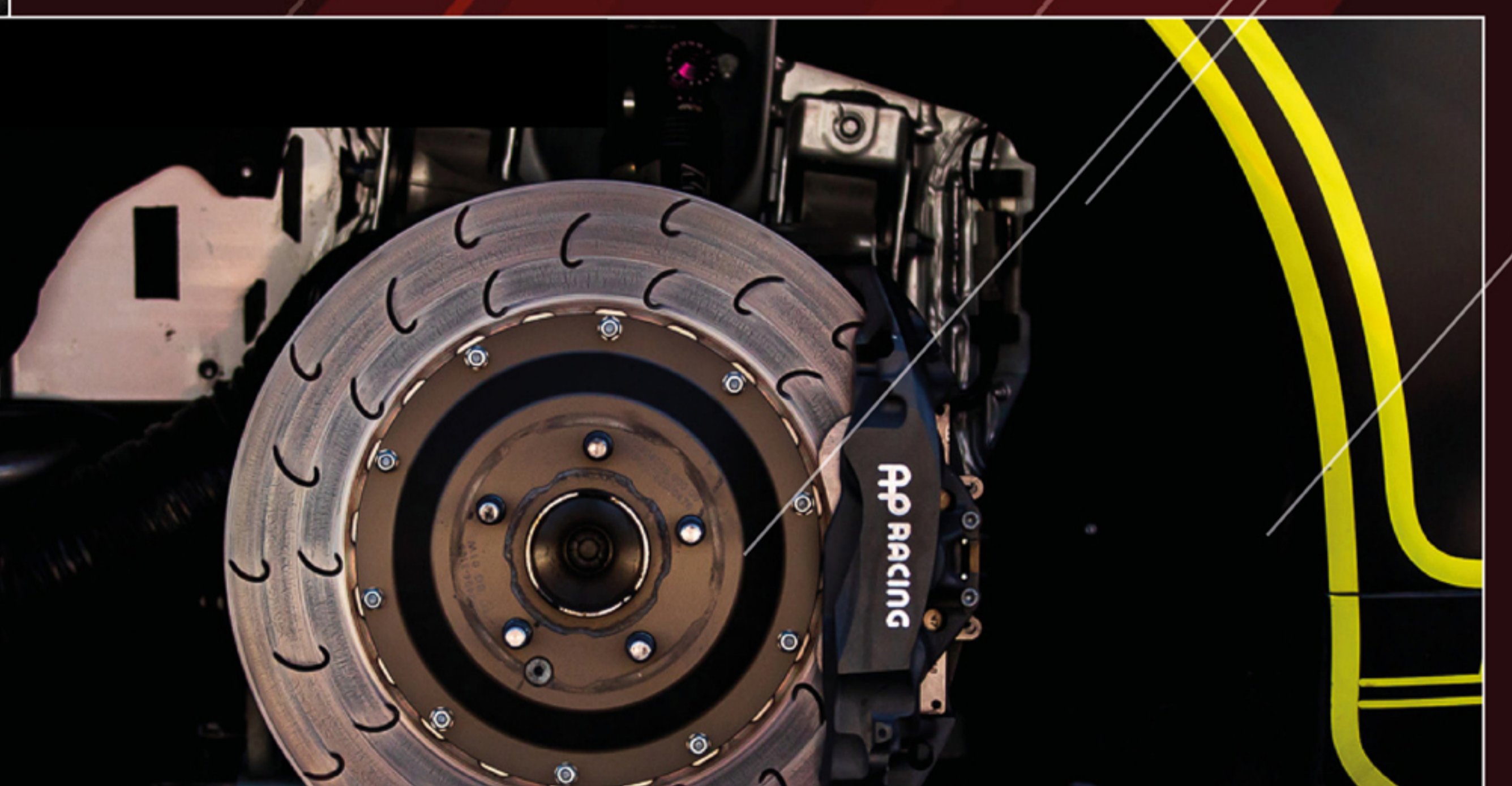


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MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

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

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

The collage features several social media posts:

- Le Mans 2024:** A photo of three drivers on the podium at the Circuit Des 24 Heures Le Mans, with a rainbow flag being held. A tweet from @gocharlem celebrates the event.
- Mercedes-AMG PETRONAS Formula One:** A tweet from Mercedes-AMG PETRONAS Formula One (835,384 followers) about a STEAM activities day for 50 young girls.
- Safeguarding Course:** A certificate for a Safeguarding Course titled "Driving Safer Culture" awarded to Michael Vuulli.
- Girls on Track:** A photo of a group of young girls in racing suits, with a tweet from @autophotoawards and @girlstrackuk.
- British Rally Championship:** A tweet from the British Rally Championship about the importance of volunteers.
- Marshall:** A photo of a person in a Marshall vest, with a tweet from @antsstanley25.
- Girls on Track at Cosworth:** A tweet from Cosworth (62,392 followers) about supporting the next generation of engineers.
- Girls on Track at BTCC:** A tweet from @TaraGardner about being a registered marshal.
- Brands Hatch:** A photo of a car on a track, with a tweet from @antsstanley25.
- Gurston Down Speed Hillclimb:** A photo of a crowd at a hillclimb, with a tweet from @robatkphotography.

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National Motorsport Week is an annual event that celebrates and promotes the best of motorsport throughout the UK

WHAT IS NATIONAL MOTORSPORT WEEK?

MY TOP FIVE...



Lessons Learned... with Garry Pearson



Garry Pearson is a four-time National Rally Champion from Duns in the Scottish borders. His first Rally was in 2008 – the Colin McRae Forest Stages, and in 2021 he and his regular co-driver Niall Burns secured four Championship crowns in a single season, becoming the first crew in history to achieve the quadruple. Pearson is now competing in the British Rally Championship with M-Sport.

1 Pay attention to your fitness. Never rush back from injury or illness – Speyside Stages, 2018

I missed the first round of the Scottish Championship in 2018 recovering from a broken leg. It normally takes 6-8 weeks to recover, but mine was not healing right and I rushed it. I entered the second round, but I was not 100 per cent. On the fourth stage, I had the biggest accident I have ever had. The car rolled down a valley and my co-driver ended up in hospital.

It made me realise that you really need to make sure you are fully match fit, even if you feel ok. Ultimately, I had not really walked on my leg for a few months, so I had lost fitness and even though you are just pushing some pedals, any weakness will really affect you. When you are taking risks at a 100mph, you need to be sharp.

2 Never lose focus by over-committing or getting distracted – Jim Clark Rally, 2023

The Jim Clark is like a local rally for me and in 2023 I committed to doing the British Championship on the Friday and Saturday and the Scottish on the Sunday. It all started with a recce on the Thursday then on the Friday I had a shakedown at 8:30am, sponsors' runs from ten till one, then a team meeting and a car talk with the sponsors.

I had no time to myself, no time to focus, not a lot of time to review the stages, and I ended up having an accident on second stage on the Friday night. That put me out of the event, so I spent the Saturday watching the Rally. Then, on the Sunday morning, I went out in another car and rolled it. I was clearly not as focused as I should have been.

On a Rally weekend, the driver and co-driver are the most important people and although the sponsors and team are important, you need to be focused and give yourself the time to prepare. Since then, I have actually learned to do a lot more of that sponsor activity away from an event, as opposed to during it.

You need to avoid getting caught up in all the hype. You get a lot of distractions on a 'home' Rally, so you just need to make sure you do not over-commit yourself. I have actually done a bit of sports psychology work on that since then, which has really helped me be calm and in a better state of mind going into an event and at the start of stages.



Third place on the Jim Clark Rally was a big improvement over crashing out in 2023.

Tom Banks

MY TOP FIVE

3 Recognise your weaknesses and improve on them – Grampian Stages, 2016

It was my first Championship season in 2016 and I ended up competing for the title. In the penultimate event, heading into the final stage, there was four seconds between me and another driver, then he went out and had a stormer. He took 15 seconds out of me, but I knew if I tried to go at that pace, I possibly would have made a mistake.

That moment made me recognise I needed to go away and work on different aspects to my driving to try and make myself faster. In the final round, the Galloway Hills Rally, all I needed to do was finish to win the title, but I was on a road section heading to the last stage of the season when I had a mechanical problem that put me out, so I missed out on the title.

I could have won the championship on good merit, but I recognised that there were still improvements to be made. I thought about going straight back into that Championship, but I kind of decided 'I can do that and win it, but I want to go and dominate it' so I went away and worked on two or three events a year, building my experience in the car.

I worked on my weaknesses, trying some longer rounds on gravel, then we came back in 2021, just coming out of the pandemic, ready for a full go. We won all four, then stepped up to the British Championship and now we are giving it a good go. So, even though it doesn't work out the first time, if you spot where you need to improve and work hard, it will come.

Tom Banks



4 Keep believing and fight to the finish – Rallynuts, 2021

At the start of 2021, Niall Burns and I decided to start the season participating in four different Championships, take things event by event and go to whichever ones were going well. It turned out that they all went well, so we just stuck to the plan and believed all the way through that we could win all four.

Coming into the Severn Valley Rallynuts Stages, we had already won the Scottish Rally Championship and the British National Championship, but we had to beat Ian Bainbridge to win the Welsh Rally Championship title, and finish 4th or 5th to secure the BTRDA. On the final day, we had a problem in the morning and dropped quite

a lot of time, so going into the last stage of the last event we were 11 seconds behind.

All that day, we never stopped believing, and we managed to claw back 12 seconds so ended up winning the Welsh title by a second. It just showed what you can do if you keep believing in what you are doing, regardless of what is thrown at you on the day, and just keep trying your best.



5 Good pace notes can help you visualise speed – Rali Ceredigion, 2023

Dan Barrett started sitting with me at the Jim Clark Rally last year and we quickly identified that my pace notes needed some serious improvement! Dan has sat with World Rally Championship star Elfyn Evans before, so he is a phenomenal WRC-level co-driver, and he brought a lot of experience to me.

You need a very specific amount of detail with pace notes – not too much, but not too little – and it is about finessing that level. We went away and worked on various stages in Scotland and just practiced and practiced and practiced, and now I can visualise a lot of what is coming before we get there.

If it is a late apex, I know I can carry more speed in that type of corner, and that could give me a 0.5s or 0.3s gain on someone that has not got that level of detail. Just improving that picture in your head can really allow you to drive faster. And smarter. Because you are not taking more risks, you are actually just driving smarter.

Rali Ceredigion was a couple of events after Dan had started to sit with me – the Jim Clark did not last long, then we did the Ulster Rally in Northern Ireland – and this one was in an area I had never been to. After couple of passes on the stage, I already had quite a good pace and it really clicked for me, I could see it working.

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Nicky Grist Stages

13th July, Builth Wells, mid-Wales

Matthew Hirst and Declan Dear will aim for a straight hat-trick of maximum Motorsport UK Pirelli Welsh Rally Championship points when they contest the Builth Wells-based Nicky Grist Stages in their Ford Fiesta R5. They can expect tough competition over the 45 stage miles of classic mid-Wales forests, especially from Dan O'Brien and Mark Glennerster in their new Fiesta Rally2. Close to 130 cars are expected to start the event.

<https://nickygriststages.co.uk>



Paul Mitchell Photography

Ray Heal Memorial Sprint

13th July, Lydden Hill, Kent

Pete Goulding will be defending his joint championship lead at Lydden Hill at the round organised by B19 motor club. Graham Blackwell, who crashed at Mallory last time out, is missing a few rounds, but there is a strong chasing pack and Steve Miles (pictured) will be hoping to repeat his win from last year. Chris Jones, John Loudon, Steve Brown and Steve Broughton have their ambitions on the top spot also!

<https://borough19motorclub.org.uk>



Kim Broughton

Zandvoort Summer Trophy

13th-14th July, Zandvoort, Netherlands

ROKiT British F4 Championship makes its first trip overseas to Zandvoort for Round 6 of the 2024 Championship. This historic round for British F4 will see the drivers get another chance to drive on an F1 circuit. Hitech Pulse-Eight's Deagen Fairclough continues to lead the championship points with Rodin Motorsport's Alex Ninovic still closely behind in second.

<https://fiaformula4.com>



JEP / Don Gibbons

Tyrone Stages

20th July, Limavady, Northern Ireland

The McGrady Insurance Northern Ireland Rally Championship may already have its winners with Jonny Greer and Niall Burns provisional champions, but the Tyrone Stages will host a deciding final for the remaining trophy places with support from Euro Auto Commercials and Men Shun Fireworks. A 14-stage schedule, at two locations, will produce 40-stage miles with the first car starting at 9am and expected at the finish ramp for 5.45pm.

<https://nirallychampionship.com>



British Hillclimb Championship presented by Nova Motorsport

17th and 20th July, Jersey and Guernsey, Channel Islands

July sees the British Hillclimb Championship (BHC) presented by Nova Motorsport make its annual visit to the scenic and challenging Bouley Bay Hillclimb on the Island of Jersey. The Jersey event is part of the BHC Channel Islands 'double-header', with a Championship round also taking place on the sister Island of Guernsey a few days later at the technical Le Val des Terres Hillclimb, located on the outskirts of the Islands capital Saint Peter Port.

www.britishhillclimb.co.uk



Andrew Le Poireven



RSAC Scottish Rally

20th July, Dalbeattie, Scotland

The 78th running of the RSAC Scottish Rally returns to Dalbeattie for a second year. Based at the JAS P Wilson Forest Machines facility, the rally offers six special stages in total, with a total of 44 competitive miles. Tackling the event are the contenders from the Asset Alliance Group Scottish Rally Championship, the Motoscope Northern Historic Rally Championship, and the Armed Forces Rally Team. The Autoshop MG3 Rally Challenge also joins the rally for the first time.

www.scottishrallychampionship.co.uk



Summer AutoSOLO

21st July, Thruxton Circuit, Andover SP11 8PN

Southern Car Club's inaugural AutoSOLO at Thruxton will be a StreetCar event in association with BARC. The club looks forward to welcoming novices as well as seasoned competitors from the ASWMC and FDMC AutoSOLO Championships. Novices wanting to take part can contact the club who will happily guide them through the whole process.

www.southerncarclub.com/summer-autosolo



Tour of Epynt

20-21st July, Epynt Ranges, mid-Wales

The race for the 2024 Protyre Asphalt Rally Championship title is wide open. With three different winners in the last three rounds, and Darren Atkinson in an Escort Mk2, leading the overall drivers' standings against a myriad of mighty Rally2 and R5 cars... Next up is the two-day Tour of Epynt, where the Fiesta Rally2s of Neil Roskell and Dai Roberts, and the defending champions Callum Black and Jack Morton, will hope to stretch their legs over the famous rollercoaster military roads.

The Fuchs British Historic Rally Championship heads to the daunting Military Ranges of the Tour of Epynt and it is Porsche 911 driver Seb Perez who is in the pound seat. Leading the standings by 26 points over Richard Hill, the closely fought battle will be the last on asphalt for the BHRC this season.

www.porttalbotmotorclub.co.uk/theevent2024



Russ Otway / 90 right



Russ Otway / 90 right

Summer Series Autotest

25th July, opposite Newlands Park, Southam Lane, Cheltenham. GL52 3PE

Cheltenham Motor Club has been home to motorsport in the Cotswold for over 120 years. From Streetcar events such as 12 car rallies and Autotests, to a national Closed Road Rally – the Hills Ford Stages – the club has motorsport covered. The Summer Series Round 3 Autotest is run on a smooth grass field. Signing-on is at 18.30. Contact Kevin on 07831 419985 for more details.

www.cheltmc.com/news/2024-cheltenham-summer-series



Wera Tools British Kart Championship

26th-28th July, Shenington Kart Circuit, Banbury OX15 6NW

This is the penultimate event of the season for the IAME competitors, with rounds five and six of its four categories. Alfie Davidson in the Water Swift Restricted Championship, has won seven from eight so far, while in the unrestricted category Will Green has taken five wins from eight. Harrison Mackie, who also has five from eight, will be looking to consolidate his advantage in the Junior X30s while the Senior X30s is shaping up to be a tight battle between leader Freddie Lloyd, Gus Lawrence and Cian Geraghty. The KZ2 series has only had one round so far, with Josh Price leading the way. www.britishkartchampionships.org



KartPix

Motorsport UK British Cross Country Championship

27th-28th July, Penybont, Wales

Round three of the championship takes place at Penybont in Wales, a new venue for the British Cross Country Championship. Paul Rowlands currently heads the leaderboard after second place finishes on the first two rounds, with his son Jason in second place with a Round two winner. Aston Cox holds third place.

<https://crosscountryuk.org>



Songasport

Woolbridge MC Spring Meeting

27th-28th July, Honiton, East Devon

Wiscombe Park hosts two rounds of the British Hillclimb Championship presented by Nova Motorsport this month. The event promises exciting action, across two days, featuring former champion Alex Summers in his DJ Firestorm battling for supremacy against Matthew Ryder in a Gould GR59J – each with engines producing over 650bhp.

<https://woolbridge.co.uk>



Stafford Associates

Bug Jam at Santa Pod

27th-28th July, Santa Pod Raceway, Bedfordshire

The fearsome Pro Modifieds are a guest feature at Santa Pod's annual Volkswagen festival, Bug Jam. The title chase looks like a straight fight between Bobby Wallace and Andy Robinson, the most recent race winner and new points leader, though Jean Dulamon would welcome a say in the outcome.

<https://bugjam.co.uk/index.php>



Callum Pudge / Santa Pod

Kwik Fit British Touring Car Championship

27th-28th July, Croft Circuit, North Yorkshire, DL2 2PL

Close to the urban centres of Darlington, Middlesbrough, Newcastle and York, Croft Circuit brings the BTCC to the northeast of England and thousands of passionate race fans. Renowned for its challenging, technical nature, Croft is often regarded as the truest all-round test, and this year kick offs the second half of the BTCC calendar.

<https://croftcircuit.co.uk/racing/btcc>



JEP

RESULTS

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

Reis Motorsport Insurance Motorsport UK English Rally Championship

Kevin Morey



The third round of the Reis Motorsport Insurance Motorsport UK English Rally Championship, the Kielder Forest Rally, was won by Matthew Hirst and Declan Dear in their Fiesta R5 - moving them into the lead of the series. Elliot Payne and Patrick Walsh managed to coax their car home in the lower reaches of the Top Ten, and now find themselves holding runners-up spot by the narrowest of margins. Payne's nearest rivals prior to the start, Nigel Jenkins and Russ Thompson both failed to finish. The next round is the Woodpecker Stages in September.

Latest Championship Positions

1st	Matthew Hirst	69 points
2nd	Elliot Payne	68 points
3rd	Steve Ward	66 points

British Hillclimb Championship presented by Nova Motorsport

Ben Lawrence



Matthew Ryder bounced back from his accident at Shelsley Walsh in style, taking two run-off wins at Harewood Hillclimb in North Yorkshire. While Alex Summers is still Championship leader, the 2024 British Hillclimb Championship presented by Nova Motorsport, remains up for grabs ahead of the Channel Islands double header.

Latest Championship Standings

1st	Alex Summers	99 points
2nd	Matthew Ryder	85 points
3rd	Will Hall	81 points

British Endurance Championship

Chris Valentine



© Chris Valen
http://hocke

Peter Erceg and Marcus Clutton, in the PB Racing / JMH Audi GT3 posted another overall win in the two-hour encounter. Their best efforts to achieve the handicap win, alongside track position, were aided when their closest rival in the race, the Class B Porsche 992 of Richard Avery and Nick Hull, came to a halt on the circuit with fuel pump issues, with just 10 minutes of the race remaining.

Latest Championship Positions

1st	Peter Erceg / Marcus Clutton (PRO) / Hugo Cook (PRO)	96 points
2nd	Bal Sidhu / Josh Steed (PRO)	90 points
3rd	Jonny MacGregor / Arthur Simondet	82 points

Fuchs Lubricants British Historic Rally Championship



Mark Higgins secured his second top score of the season on Saturday, by taking a hard-earned British Historic Rally Championship victory at the Dunoon Presents Argyll Rally. Higgins and co-driver Carl Williamson claimed the win by almost two minutes from Seb Perez in the Porsche 911. Winning 14 out of the 18 stages, Higgins was almost unstoppable, bringing the former British Rally champion right into the mix for the title race.

Latest Championship Positions

1st	Seb Perez	131 points
2nd	Richard Hill	105 points
3rd	Adrian Hetherington	98 points

Woodford Trailers British Sprint Championship



The British Sprint Championship visited Mallory Park for the second time this year, for an event organised by Sheffield and Hallamshire Motor Club. Pete Goulding set the run-off winning time, just outside his record set in March. Steve Broughton came in second, with a new class record, and John Loudon finished third, beating his class record too.

Latest Championship Positions

1st=	Peter Goulding	384 points
1st=	Graham Blackwell	384 points
3rd	Stephen Miles	377 points

Motorsport UK British Drag Racing Championship



Former champion Andy Robinson returned to winning ways by consigning defending champion Bobby Wallace to final-round defeat with the quickest-ever elapsed time by a British Pro Mod, 5.820sec. During qualifying, Robinson had secured pole position ahead of Jean Dulamon at 5.911sec with a speed of 246.87mph, the events fastest. Robinson takes the championship lead at the series' halfway point.

Latest Championship Positions

1st	Andy Robinson	175 points
2nd	Bobby Wallace	144 points
3rd	Andres Arover	116 points

Kwik Fit British Touring Car Championship



Saturday at Oulton Park saw Tom Ingram smash the qualifying lap record to take pole position, and then victory in Race One, before Josh Cook surged through the pack to win Race Two. Jake Hill then became championship leader with some last-lap heroics to claim the win in Race three.

Latest Championship Positions

1st	Jake Hill	211 points
2nd	Tom Ingram	207 points
3rd	Ashley Sutton	187 points

Asset Alliance Group Motorsport UK Scottish Rally Championship



Championship leaders Euan Thorburn and Paul Beaton were a late entry to Argyll rally but moved to the front after Stage 16 and were able to pull away to take a second win of the year by 51 seconds. Michael Binnie and Claire Mole were 42 seconds clear of Rory Young and Allan Cathers with just two stages remaining, but on Stage 17, the Fiesta's engine cut-out after a heavy landing and dropped the pair to third place.

Latest Championship Positions

Drivers

1st	Euan Thorburn	87 points
2nd	Mark McCulloch	74 points
3rd	Ian Forgan	61 points

Co-Drivers

1st	Paul Beaton	88 points
2nd	Keir Beaton	76 points
3rd	Michael Hendry	74 points

ROKiT British F4 Championship



On the Silverstone GP Circuit, pole-sitter Fairclough grabbed the lead straight off the line, from Reza Seewooruthun and James Higgins. Fairclough retained the lead after a Safety Car restart and won his fifth race of the season.

It was a first victory of the season for Leo Robinson in the reverse top 12 grid race. After a restart, Robinson settled into the lead, recording the fastest lap of the race. An amended post-race result saw Ella Lloyd finish second and make her first trip to the podium with Alex Ninovic in third.

The third race of the weekend had a front row of Deagen Fairclough and Reza Seewooruthun ahead of James Higgins, Alex Ninovic and Jack Sherwood. After a safety car intervention and with 11 minutes left of track time on the GP circuit, Reza Seewooruthun took his second win in two weeks. Deagen Fairclough was second, with Alex Ninovic third – his seventh consecutive podium.

Latest Championship Positions

1st	Deagen Fairclough	225 points
2nd	Alex Ninovic	196 points
3rd	James Higgins	133.5 points

Protyre Motorsport UK National Asphalt Rally Championship



Callum Black and Jack Morton won the Dunoon Presents Argyll Rally in style their Pallas Connections Fiesta Rally2, while Darren Atkinson not only leads class B13 and the Escort Challenge, but now tops the overall drivers' points table in his Haldane Fisher Escort Mk2 as well. Hugh Brunton and Drew Sturrock led after SS2, but after a problematic Saturday, took third place to complete the Protyre Asphalt podium.

Latest Championship Positions

1st	Darren Atkinson	114 points
2nd	Neil Roskell	109 points
3rd	Callum Black	107 points

The British Truck Racing Championship



Ryan Smith produced a wheel-perfect performance to extend his lead at the top of the Division 1 standings as the British Truck Racing Championship battled the elements around Thruxton. Five wins from five races made it a weekend to remember for Smith, while in Division 2, John Powell and Paul Rivett renewed their battle for outright honours – with Powell snaring a hat-trick of wins, and Rivett scoring a double of his own.

Latest Championship Positions

Division 1

1st	Ryan Smith	83 points
2nd	David Jenkins	75 points
3rd	Stuart Oliver	70 points

Division 2

1st	Paul Rivett	92 points
2nd	John Powell	62 points
3rd	Simon Cole	60 points

Wera Tools British Open Kart Championships Rotax and KZ2



Adam Gumbs

Charlie Turner

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 Ralphie 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.



Karphi

Albert Friend



Adam Gumbs

Sebastian Bearman



Karphi

Harrison Whitcombe



Karphi

Macauley Bishop

Latest Championship Standings

Micromax UK

1st	Austin Oman	529 points
2nd	Like Milward	526 points
3rd=	Sebastian Bearman	511 points
3rd=	Joshua Cooke	511 points

Minimax 950

1st	Albert Friend	556 points
2nd	Finlay Lines	537 points
3rd	Joshua Griffin	509 points

Junior Rotax

1st	Harry Bartle	547 points
2nd	William Antrobus	542 points
3rd	Harrison Whitticombe	515 points

Senior Rotax

1st	Macauley Bishop	550 points
2nd	Guy Cunnington	517 points
3rd	Callum Bradshaw	512 points

KZ2

1st	Josh Price	192 points
2nd	Miles Murphy	179 points
3rd=	Ashley Lewis	178 points
3rd=	Charlie Turner	178 points

Teams

1st	DHR	254 points
2nd	Sam Pollitt Racing	251 points
3rd	Strawberry Racing	245 points

Chassis

1st	KR	751 points
2nd	BireLART	718 points
3rd	Tonykart	696 points

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Revolution is your magazine, so if you have an idea for an interesting feature or topic you would like covered in a future edition, please get in touch with us at:
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The Parting Shot

Sir Lewis Hamilton hoists the British Grand Prix trophy for a record ninth time – the only driver to win this many Formula 1 Grand Prix at the same venue. The large, ornate trophy is an example of a Victorian two handled cup. It is thinly covered with sterling silver leaf. The main cup was hallmarked in London in 1871 and the cover in 1899.

